

Planning Committee (Smaller Applications)

Tuesday 1 July 2025

7.00 pm

Ground Floor Meeting Rooms - 160 Tooley Street, London SE1 2QH

Supplemental Agenda No.1

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Contact

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Date: 1 July 2025

Meeting Name:	Planning Committee (Smaller Applications)
Date:	1 July 2025
Report title:	Addendum report Late observations and further information
Ward(s) or groups affected:	Surrey Docks and Dulwich Village
Classification:	Open
Reason for lateness (if applicable):	Clarifications
From:	Director of Planning and Growth

PURPOSE

1. To advise members of clarifications, corrections, consultation responses and further information received in respect of the following items on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken into account in reaching the stated recommendation.

RECOMMENDATION

2. That members note and consider the additional information and consultation responses in respect of each item in reaching their decision.

FACTORS FOR CONSIDERATION

3. Late observations, consultation responses, information and/or revisions have been received in respect of the following items on the main agenda:

ITEM 6.1: 23/AP/3273 South Dock Marina, Rope Street, London SE16 7SZ

A further representation was received from the Southwark Law Centre and South Dock Marina Berth Holders Association.

4. Summary of outstanding planning concerns. The issues raised are as follows:

Rent increases

- Multiple businesses indicated that they would only be able to afford an ultimate rent of £12/sqft. For existing non-marine micro businesses, this limit will be reached after 1 year and greatly exceeded by year 3. Despite the potential reduction of the market rent benchmark under the rent review, there is absolutely no assurance this will happen, so the full £30/sqft figure must be assumed.
- The response from the Marina team refers to the existing rate of £8.03/sqft for some businesses, but this overlooks the fact that some businesses are paying £5.97/sqft. For such businesses, fees will be increased immediately from year 1, and will be over doubled after year 1.
- Policies P31 and P33 apply to all small and independent businesses. We also note the Council's commitments to preserving creative and cultural uses. Therefore, we ask that all businesses are given the same discount.
 - Taking a step back, we continue to dispute how market rent has been calculated. In our letter dated 30 May and during the 11 June meeting, we raised concerns that the assessment had been based on a flawed notion of the 'market' that includes general commercial spaces in more expensive parts of the borough that is not comparable to South Dock Marina, resulting in an inflated value.
 - Boatyard businesses undertook their own comparison exercise and found the following rates for workshop space at other boatyards: a £10/sqft at Turks Shipyard in Chatham; and b £9.8-11/sqft at Chichester Marina yard.
 - These comparators serve as a much more accurate benchmark for calculating market rent for boatyard workshop space. They reveal the Council's approach to unjustifiably treble the going market rate for boatyard workshop space. It's important to note that these two yards are private operators trying to achieve maximum profit.
 - In light of this, SDMBHA's proposal of £12/sqft is a reasonable market rent, let alone in the context of the need under policy P31 to "retain small and independent businesses" and give "full consideration of the feasibility of providing affordable and suitable space for existing occupiers".
 - We expressly asked for further evidence and justification on the Marina team's approach to calculating market rent. However, nothing further has been provided.

Response

5. All boatyard businesses privately own the containers they operate from. The context for these containers is that the Council has charged a business to pitch their container within the disused car park part of the boatyard compound (via a

licence) as a meanwhile use for many years whilst development proposals have been progressed. The current pitch costs (frozen since April 2023) for a standard 40' container are:

- £2,570.40 p.a. for a container pitch at ground level (if analysed on a per sq ft basis of the container footprint, this equates to £8.03 per sq ft p.a.)
- £1,911.24 p.a. for a container stacked on top of another container (if analysed on a per sq ft basis of the container footprint, this equates to £5.97 per sq ft p.a.)

Below is a schedule costs in respect of the current licences

Company Name	Cost per month in vat
Design Engineer Productions	£214.20
East Coast Marine & Heating	£214.20
GPS Engineering	£428.40
Marine Canvas Hut	£318.54
Nick Kenny Carpentry	£214.20
Studio Shillito	£214.20
Thames RIB Ltd	£918.34
Prelude Property Services	£373.47
Rota Marina	£214.20
Alex Stele	£214.20
Charlie Murphy	£214.20
Dream Works Ltd	£159.27
Out of the Woods	£160.65
Architect Design Maker	£214.24
Hi-Abseiling	£642.60
Thames Limo	£511.54
Thames Rockets	£566.27
Tom Keary	£159.27

6. You will note that following the completion of the development, privately owned containers will no longer be accommodated within the boatyard, and the basis of occupation will change whereby accommodation will be Council-provided conventional workshop units which are leased (not licenced, as before).
7. The illustrations below (provided in our Business Relocation Strategy) set out the transition rents for different natures of businesses leasing a unit. The two scenarios show the rent payable each year, where the market rent is either at the top or bottom end of the range we have indicated previously.

Illustration at £30 per sq ft p.a.:

Tenant Status	Discount (%)	Year 1 @25%	Year 2 @50%	Year 3 @75%	Year 4 @100%	Year 5 @100%	Av. Annual Rent
Existing Marine Business	30%	£5.25	£10.50	£15.75	£21.00	£21.00	£14.70
New Marine Business	30%	£21.00	£21.00	£21.00	£21.00	£21.00	£21.00
Existing non-marine micro business	15%	£6.37	£12.75	£19.12	£25.50	£25.50	£17.85
New non-marine tenant	0%	£30.00	£30.00	£30.00	£30.00	£30.00	£30.00

Illustration at £25 per sq ft p.a.:

Tenant Status	Discount (%)	Year 1 @25%	Year 2 @50%	Year 3 @75%	Year 4 @100%	Year 5 @100%	Av. Annual Rent
Existing Marine Business	30%	£4.37	£8.75	£13.12	£17.50	£17.50	£12.25
New Marine Business	30%	£17.50	£17.50	£17.50	£17.50	£17.50	£17.50
Existing non-marine micro business	15%	£5.31	£10.62	£15.93	£21.25	£21.25	£14.87
Existing non-marine business or new tenant	0%	£25.00	£25.00	£25.00	£25.00	£25.00	£25.00

8. The Head of Property has confirmed that the rental values on offer are considered to reflect the location of the boatyard in central London and the specialist nature of the lettable spaces. The rental values are still considered to be relevant in the current market.
9. With respect to the comparison exercise carried out by the boatyard businesses, the Head of Property commented that Chatham and Chichester boatyards are not comparable to a central London location in terms of rental values.
10. Support letter
 - We note that 9 businesses signed a letter of support for the revised proposals. Firstly, we note that the signatories are the larger, more commercial entities at the boatyard, who are more able to absorb the fee increases. Furthermore, most of them are less impacted by the proposals

– for example, they are not suffering from the access restrictions and will not have to temporarily relocate.

- Secondly, even if the signatories can afford the increases, that does not affect whether other, smaller businesses can afford them. That is the relevant consideration under the requirements of P31 as set out above.
- Thirdly, it's important to note that the signatories stressed the poor quality and lack of financial support in the original proposals. The only reason that the application has been improved to the satisfaction of the signatories is because of the intervention by SDBMHA and supporting businesses.

11. “Transitional service charge”

The table in Appendix 3 of the new submission documents refers to a “transitional service charge” for businesses remaining in the boatyard. Our understanding, from the 11 June meeting and other documents, that no additional charges beyond the rent would be incurred (noting that the Council is now offering financial assistance with container transport, moving over contents, business support, and solicitor's fees).

12. We ask for clarification on this point. SDBMHA asks that no transitional service charge is incurred, as promised at the 11 June meeting.

Response

13. **The applicant has clarified that a service charge will apply and that this would be introduced on a transitional basis. No service charges for yrs 1 & 2, then services charge will apply from year 3 onwards. At the 11 June meeting the applicant committed to cover legal & professional fees. Therefore businesses will no longer be required to pay the transactional fees that the council normally requires any new tenant to pay when entering into a lease.**

On-site storage

14. We note the recent clarification that the proposals will retain the existing amount of storage onsite (3 x 40ft containers containing 8 units each), with temporary relocation to Area B during construction and details of relocation to be confirmed under a management plan.
15. The impending ban on storage on the pontoons serves as a material consideration. In light of this, we ask that additional storage is provided.

Response

16. **At Planning Committee on 6 May 2025, the Chair requested that the existing number of residential berth holder storage units i.e. maximum of 24, should be retained and that this was agreed. The applicant was asked**

to provide further details and a photograph of the existing storage and this has been submitted.

In response, once the applicant has confirmed the number of existing businesses that will remain, any vacant units left will be advertised to let to new business, incentivising those that are marine related through the offer to that sector.

It is assumed that the request for additional storage in Southwark Law Centre's letter is made in the context of restrictions on storing personal items on the South Dock and Greenland Dock Pontoons. This pontoon clearance work is an operational response to the recent Fire Risk Assessment and is entirely outside of the scope of the boatyard development. (As a point of further note, the terms of the berth holder tenancy agreements explicitly specify that items must not be stored on the pontoons, for safety reasons).

Separate conversations have taken place with residents about this issue. At a meeting on 22 April 2025 attended by ward councillors, residents and the marina team, berth holders were presented with the option of moving their items to;

- i. temporary storage at the nearby water sports centred during the boatyard construction period;**
- ii. small storage lockers in a shared 20ft container at the boatyard in the final scheme (requiring design adjustment and a planning amendment)**

Community garden

17. We stress again our firm belief that the advice from the Council's legal advisor at the first committee – that the community garden is not Other Open Space since it is "ancillary to, and/or within the curtilage of a building" – is incorrect. The garden is not ancillary to or within the curtilage of any building (noting the boatyard area is not a building, and the garden is independent of any of the buildings within the boatyard). To repeat, Other Open Space expressly includes private open space which is of benefit to the community.

18. While we appreciate that this point was not explicitly deferred to the second committee, we believe that any grant of planning permission based on this advice would be based on a fundamental misunderstanding of planning policy P57 and would accordingly be legally flawed. We see no reason why officers could not ask the committee to reconsider this aspect of the application in addition to the above points.

19. Pursuant to policy P57, "development will not be permitted on Other Open Space (OOS)" unless there are "exceptional circumstances" and development "consists of replacement OOS of equivalent or greater size or substantially better quality". We emphasise the absolute nature of this language – "development will not be permitted...". The proposed café and events spaces are not open space (and in

any event do not meet the same needs as the community garden) and therefore do not meet this policy test. Clearly, a replacement community garden space is required.

20. We want to emphasise the importance of this community garden space for the marina community. It has been used for around 20 years, and is the main space where the community come, socialise and relax. The need for outdoor space is particularly important for marina residents, who live in confined spaces without any outdoor space. This context is a key material consideration that must not be overlooked.

Response

21. Paragraph 89 of the officer report stated;

“Finally, concern has been raised that the proposal would result in the loss of a small area in the centre of the site which contains planters and flower pots on the area of hardstanding immediately adjacent to the welfare facilities block. Objectors have claimed that this area qualifies as Other Open Space, as defined in Southwark Plan Policy P57 as this area has been used on an ad hoc basis by berth holders as a community garden and for small ad-hoc events. A security fence extends around the entire site and there are no public routes/access to the site. The primary use of the site is a working boatyard with workshops and a parking area. Officers therefore do not consider the site to qualify as open space for the purpose of Policy P57. As highlighted above, a community use management plan will be secured in the Legal Agreement for the proposed community space on site”.

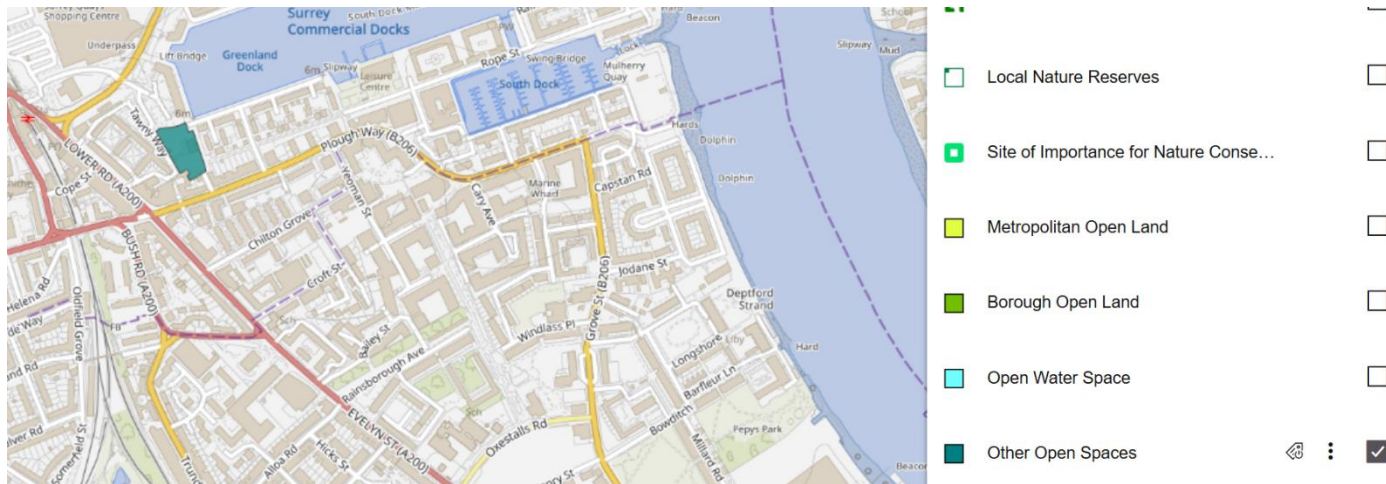
A further comment on this point was sought from Planning Policy officers;

Other Open Space (OOS) is a spatial policy designation. P194 of the Southwark Plan sets out the definition. The section on OOS does include a bullet which states;

Private open space which is of benefit to the local community

However, the policy is expressed in terms of the policy and its definition being applied to adopted open space designations – in this case OOS. The dockyard area is not an adopted OOS and is therefore not shown in the Southwark Plan policies map, or listed in the appendix as OOS. Below is a GIS snip where you can see the OOS policy layer selected. Some OOS is shown at Tawny Way, but nothing at the marina.

The full schedule of adopted OOS in the Southwark Plan can be seen on pages 568 – 570.



Other Matters

How long do businesses have to decide

22. Existing business will have at least 12 months to decide whether to stay or leave. It is anticipated that a final decision on new leases will need to be made by Summer 2026

Concern about the 5 businesses that did not engage

23. Whilst it is correct that 5 businesses that did not attend the recent meetings about the Business Relocation and Affordable Workspace Strategies, all businesses were sent the consultation slides and scoping questionnaire.

Of these five businesses:

24. 2 businesses responded to the questionnaire – 1 staying and requesting additional units if available; and 1 planning to stay subject to rent
 1 business separately confirmed their intention to stay
 1 business has relocated but retains empty premises
 1 business is planning to stay during decant and will use this time to wind down their business.

ITEM 6.2: 24/AP/1532 DULWICH SPORTS CLUB. GIANT ARCHES ROAD LONDON SE24 9HP

Paragraph 29 (objections):

25. Four further local representation received. The issues raised are as follows:

- Amenity
- Light pollution
- Noise nuisance
- Out of keeping with character of area
- Increase of pollution
- Not enough information given on the application

Officers have already responded to these issues within the committee report.

Paragraph 153 – floodlight times permitted in Southwark

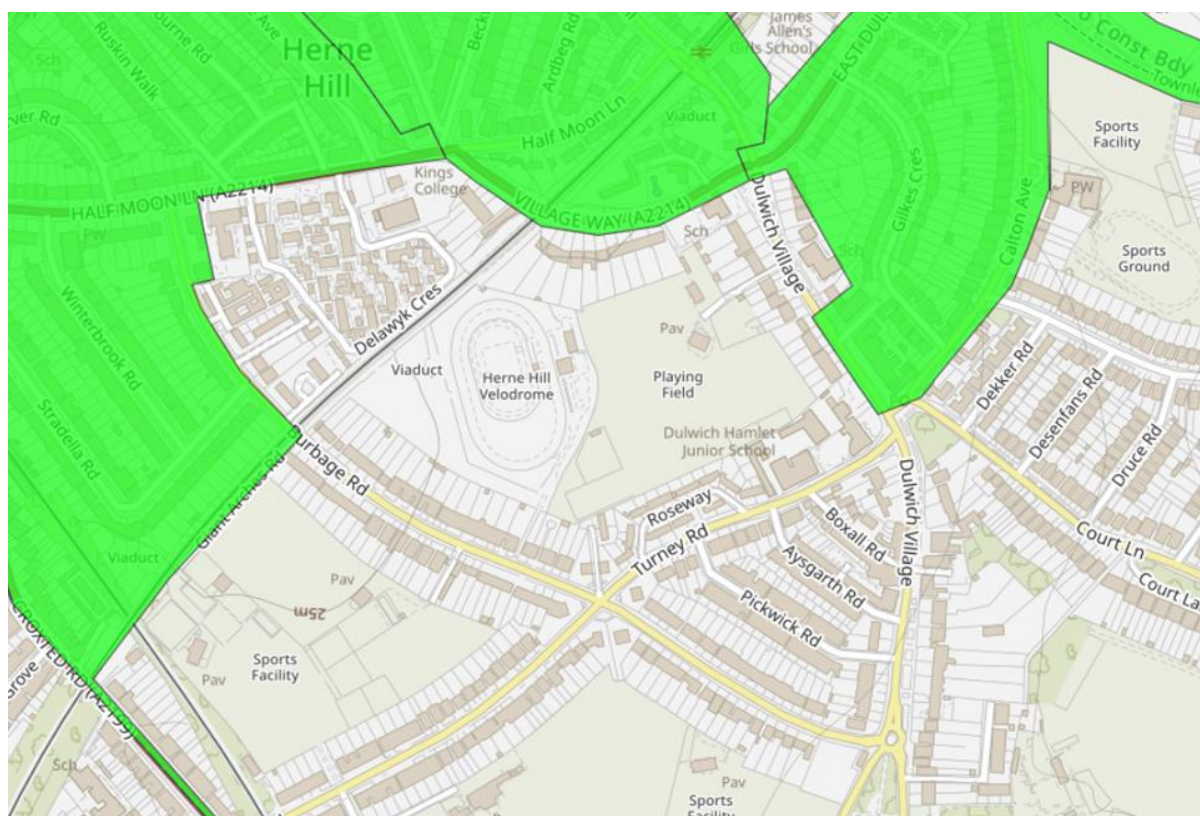
26. The applicant submitted a document titled 'June 2025 of tennis floodlighting times comparables.' This shows floodlighting times in several locations in South London.

Paragraph 207 Travel Plan – E-bikes/scooters

27. The council's transport strategy team advised that the council can add parking bays to the site if the applicant is supportive and that onsite provision would be the best outcome.

Paragraph 223 Controlled parking zone:

28. The map below has been updated. The Dulwich CPZ is now shown as 'existing' and not 'in development'.



Paragraph 279

29. The applicant submitted an updated document: 'SUMMARY of engagement by DSC with neighbours and Residents Associations' on the 30th of June 2025.

APPENDIX 3 (History of the site and nearby sites)

30. 25/AP/1276 – withdrawn
Proposal:
Retrospective application for the change of existing flood lighting to proposed replacement LED floodlighting to tennis courts 1 to 3
31. The applicant submitted an amended application:
25/AP/1838 – in validation
Proposal:
Replacement of existing sports flood lighting on tennis courts 1 to 3 at Dulwich Sports Club. Flood lights to court 1 have already been changed to modern LED fittings and permission is sought to normalise this installation. Flood lights to courts 2&3 are proposed to be changed to reduce glare to neighbouring houses.

Appendix 1:

32. Recommended new compliance condition – condition 21
33. The applicant advised in recent years the club has self-imposed an earliest start time of 7am. The applicant would agree to making 7am an official planning-permitted start time, but 8am is too late and would limit access to sport, contrary to Southwark's own policies. If new tennis and padel courts are permitted, the booking system would prioritise these first, over courts 1-3 which are closest to the houses. So early play could actually be less on courts 1-3, reducing perceived noise levels at neighbouring houses.

34. Proposed wording for condition 21:

The usage of the new tennis and padel courts, with exception of existing courts 1,2, 3, 6 and 7, shall be limited to a start time of 07:00 on any day.

Reason:

In the interest of the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

35. Condition 16 Noise management report
Trigger amended from:
Within six months of the date of this consent, to
Within six months of the commencement of the uses hereby permitted.
36. Conditions 18 and 19 hours of use of the floodlit tennis and padel

The local planning authority obtained the applicant's view on reducing the closing time from 10pm to 9pm.

37. The applicant advised that 'ongoing noise monitoring is covered by the Noise Management Condition, and this should be sufficient, under planning policy if not local opinion, to allay resident's concerns noise.'
38. The Environmental Protection Team reviewed the applicant's comments and the 'June 2025 of tennis floodlighting times comparables' document and have no further comments as the noise management report condition should cover the points adequately.

Conclusion of the Director of Planning and Growth

39. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions and completion of a Legal Agreement.

REASON FOR URGENCY

40. Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the Planning Committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications and would inconvenience all those who attend the meeting.

REASON FOR LATENESS

41. The new information and corrections to the main reports and recommendations have been noted and/or received since the committee agenda was printed. They all relate to items on the agenda and members should be aware of the comments made.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Individual files TP/1395-A	Corporate Services, Finance and Governance, 160 Tooley Street London SE1 2QH	Planning enquiries Telephone: 020 7525 5403

Welcome to Southwark Smaller Planning Committee

1 July 2025

MAIN ITEMS OF BUSINESS

Item 6.1 - 23/AP/3273

South Dock Marina, Rope Street, London,
SE16 7SZ

Item 6.2 - 24/AP/1532

Dulwich Sports Club, Giant Arches Road,
London SE24 9HP



Councillor Cleo Soanes (Chair)



Councillor Jane Salmon (Vice
Chair)



Councillor Richard Livingstone



Councillor Sabina Emmanuel



Councillor Nick Johnston



Councillor Sam Foster



Councillor David Parton



ITEM 6.1

23/AP/3273 - South Dock Marina, Rope Street, Southwark, SE16 7SZ

Refurbishment of South Dock Marina boatyard to include demolition and removal of all buildings and structures on site, renew services infrastructure, new electricity substation, underground drainage, and hard standings and provide new workshops, studios, toilets showers laundry and associated landscape. Construct new covered boat repair areas with associated gantry and staircase. Removal of the existing crane and replace with new crane, pontoon adjacent to the crane and associated public realm works to the crane area. Addition of new trees to the river walk.

13

Site location plan and aerial image



Further Engagement

- The applicant has undertaken further engagement with the existing businesses on the boatyard site.
 - Sending all of the businesses questionnaires and additional information regarding the proposed strategy.
 - Organising individual meetings on 2 June, 3 June, 4 June, and 11 June.
- 13 of the 18 businesses that currently operate from the boatyard attended the meetings.
- The updated Affordable Workplace Strategy and Business Relocation Strategy documents have responded to the comments raised during meetings and the results of the questionnaires.
- Letter of support from 9 businesses who confirm they endorse the development and support package.

15

Affordable Workspace Strategy

- In accordance with Southwark Plan Policy P31 (Affordable workspace) a minimum 10% of the proposed employment floorspace will be secured as affordable workspace with a 30% discount market rent.
- Exceeds other discounts for affordable workspace that have been delivered in the borough.
- Will be secured for 30 years in the S106 Legal agreement.
- Southwark Council will manage the proposed employment floorspace.
- The applicant has undertaken engagement with existing businesses to ensure the proposed affordable workspace has been designed to meet their needs.

Officer's conclusion on the updated Affordable Workplace Strategy:

The applicant will meet the 10% affordable workspace requirement. Given the support that will be provided to existing businesses to assist their relocation to the new boatyard, it is concluded that the overall affordable workspace provision will exceed the minimum policy requirement. The 30% discount market rent will also exceed the discount that has been delivered elsewhere in the borough and demonstrates the commitment of the applicant in supporting existing and future businesses on the boatyard site.

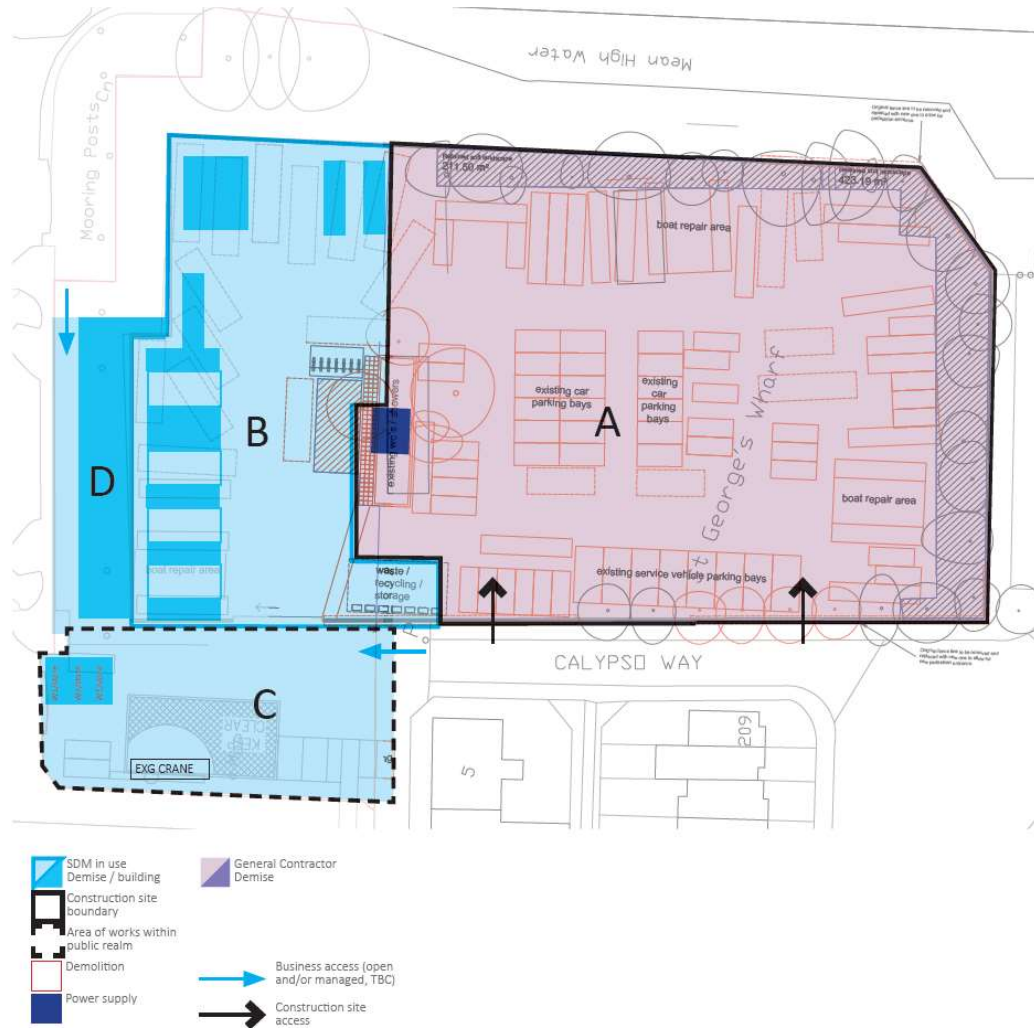
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Business Relocation Strategy

- All existing businesses will be able to relocate to the new development.
- Specification of the new units has been informed by consultation with the existing businesses.
- Existing businesses will move from a license arrangement to a standard leaseholder agreement with Southwark Council.
- No annual rental increases, the only rent review will be at lease renewal stage.

↔

Decant during construction to areas labelled B and D



- MEP
Decommission existing power and water supply
Services for temporary boatyard and workshops
- Structures / Civils
Remedial/infill slab works to Zone B
- Architectural & Landscape
Clear Zone A of containers (client)
Reorganise provision for recycling and waste
Demolish facilities block
Remove trees
Set up temporary workshops to Zone B, C and D
- Zone A: Main Construction Site
Root protection
Access
Hoardings
- Zone B: Retained Boatyard
Boat Workshops and Covered Areas
(indicative layout)
- Zone C: Crane Pad
- Zone D: Temporary Accommodation
Other businesses

rev x05 - change to crane pad layout in 2. Site Preparation (p3)

SDM-CVA-AA-ZZ-DR-A-05003 rev x01
0462 South Dock Marina
Temporary Relocation Plan
NTS @ A3 Date: 21 May 2025
Cottrell and Vermeulen / MW

Page 1 / 1



Examples of temporary units

Support that will be provided to existing businesses who remain at the boatyard

- Discount market rent:
 - 30% for existing marine businesses
 - 15% for non marine businesses (*additional support now provided*)
- Financial support to cover transportation or disposal of container
- Financial support for removal costs of container contents during decant/recant
- Financial support for business advice/support
- Financial support to cover Council's professional fees (*additional support now provided*)
- Financial support to cover Solicitors Fees

- Transitional rent over a period of 4 years (*increased from previously proposed 3 years*)

Year 1: 25% Year 2: 50% Year 3: 75% Year 4: 100%

Tenant Status	Discount (%)	Year 1 2027/2028 @25%	Year 2 2028/2029 @50%	Year 3 2029/2030 @75%	Year 4 2030/2031 @100%	Year 5 @100%	Av. Annual Rent
Existing Marine Business	30%	£5.25	£10.50	£15.75	£21.00	£21.00	£14.70
Existing non-marine micro business	15%	£6.37	£12.75	£19.12	£25.50	£25.50	£17.85

- Rent cap on new leases of £30 per sqft
- Transitional service charge

Total financial support: £13,000 per business

Support that will be provided to existing businesses who leave the boatyard

- Financial support to cover the cost of transporting containers elsewhere in the UK or for its disposal
- Removal costs for contents of container
- Business advice/support
- Financial support for property agent advice
- Financial support for solicitors fees

Total financial support: £6,800 per business

Officer's conclusion on the updated Business Relocation Strategy:

The applicant will provide support to all of the existing businesses within the boatyard site regardless of whether they intend to remain at the boatyard or relocate elsewhere.

The strategy demonstrates that the proposed development has been phased to ensure that all businesses will be provided temporary accommodation whilst construction is taking place, and that financial support will be provided to facilitate decant and recant into the new units and agreeing the new leases.

The overall package of financial support for the entire boatyard is estimated to be in excess of £284,000.

As there are some existing businesses that have not confirmed as to whether they will be remaining or leaving the boatyard it is still recommended that a final version of the Business Relocation Strategy is submitted prior to the commencement of development. This will be secured in the S106 Legal Agreement.

23

On-site storage

- Currently 3 x 40ft containers each of which contain 8 storage units (24 in total).
- They will temporarily be relocated during construction to the northern part of the boatyard site (marked Area B in proposed phasing decant plans)
- The details of their relocation will be secured as part of the recommended Construction Environment Management Plan condition.
- The storage units will be re-provided close to the pedestrian gate in the southern part of the new boatyard.



Image of multi-store unit

Conclusion

The recommendation remains that planning permission should be granted, subject to conditions and completion of a Section 106 Legal Agreement.

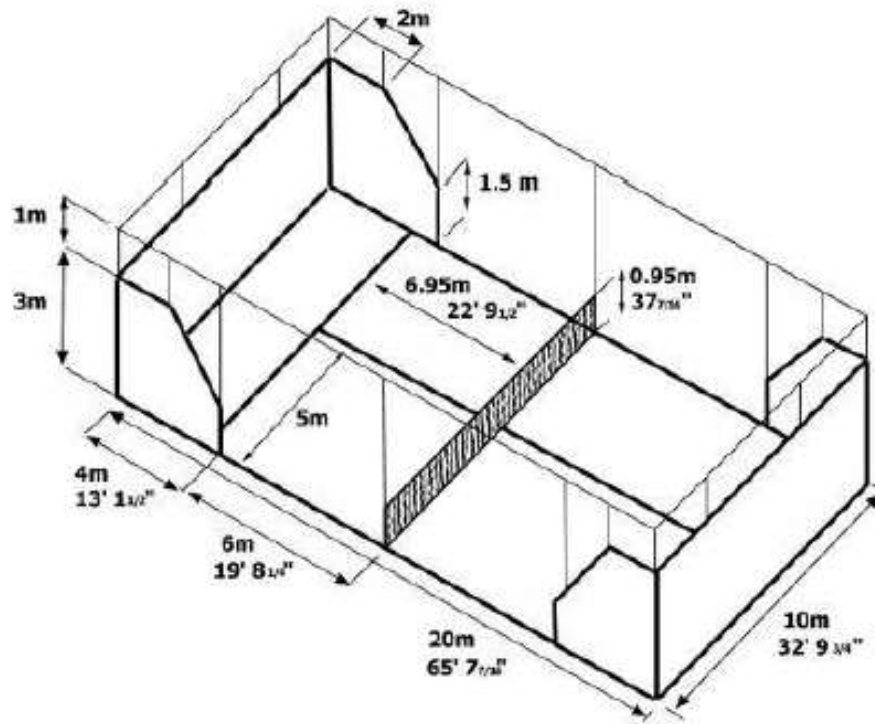
ITEM 6.2

24/AP/1532 - Dulwich Sports Club, Giant Arches Road, London SE24
9HP

Construction of outdoor playing facilities and a sports pavilion at Dulwich Sports Club

55 New Padel Courts

The layout of padel courts is similar to that used for tennis, with virtually identical rules. The note-worthy differences relate to the bats used for padel, which have a solid rather than strung striking surface, and the enclosed sides to the court.



High (3m) safety glass screens wrap around the ends of the court. Player entry points are located on each side of the centre line.

Site Location Plan and Aerial View

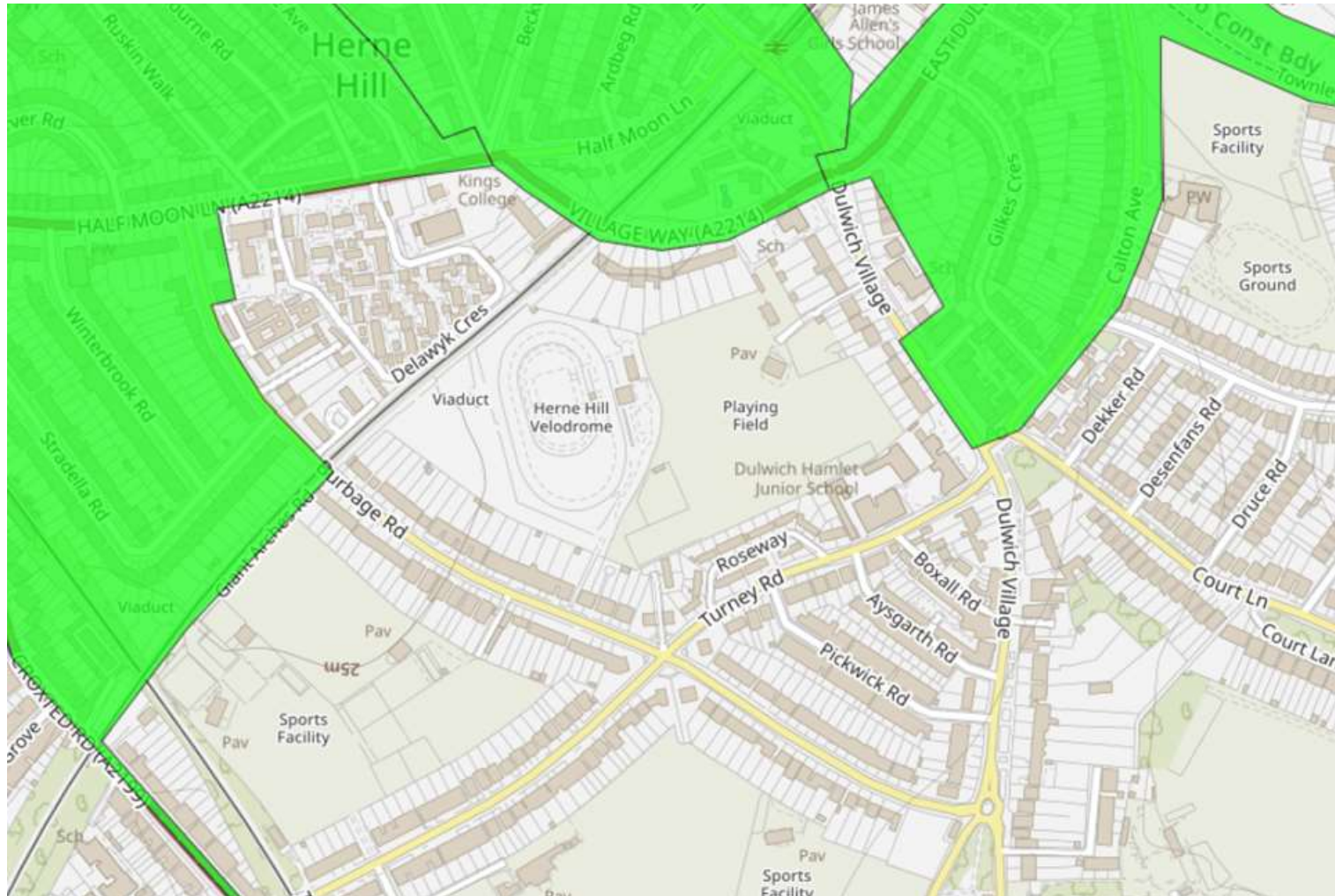


Tennis, Croquet, Squash, Cricket, and Hockey (Hockey played off site).

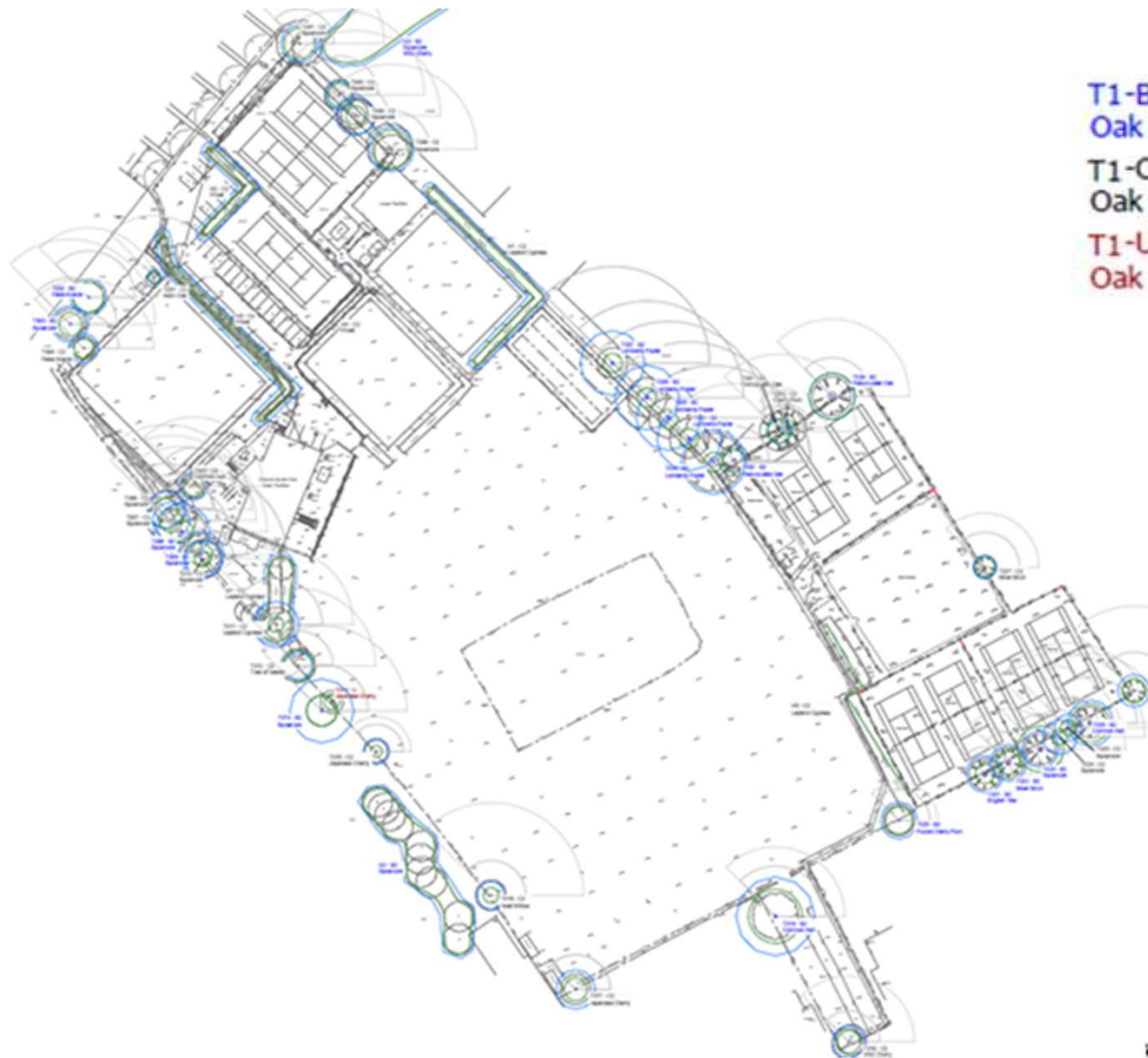
Metropolitan Open land and Site of Importance for Nature Conservation



Controlled Parking Zones



Existing Trees and Hedges



T1-B
Oak
T1-C
Oak
T1-U
Oak

Category B - moderate quality and value

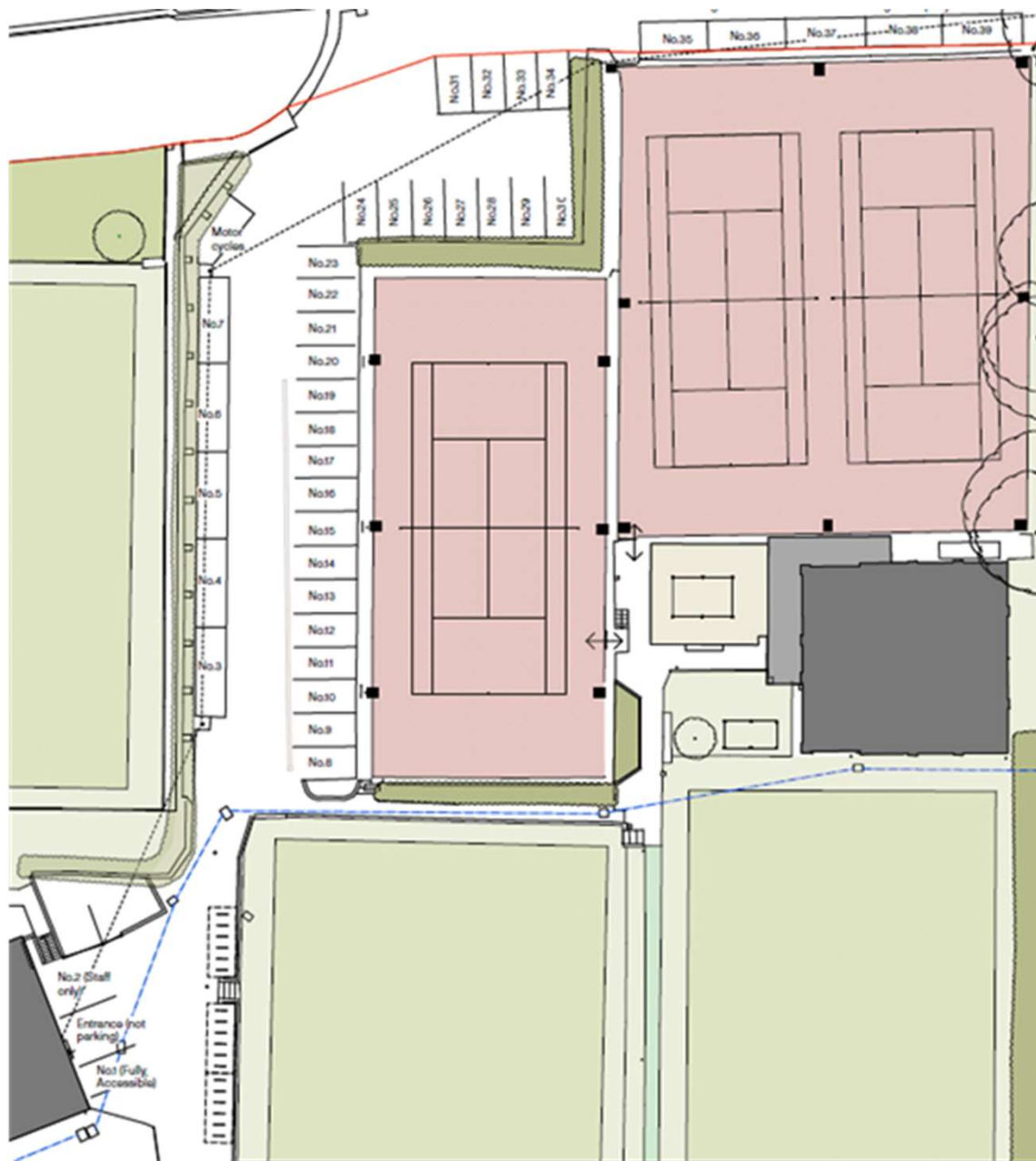
Category C - moderate quality and value

Category U - moderate quality and value

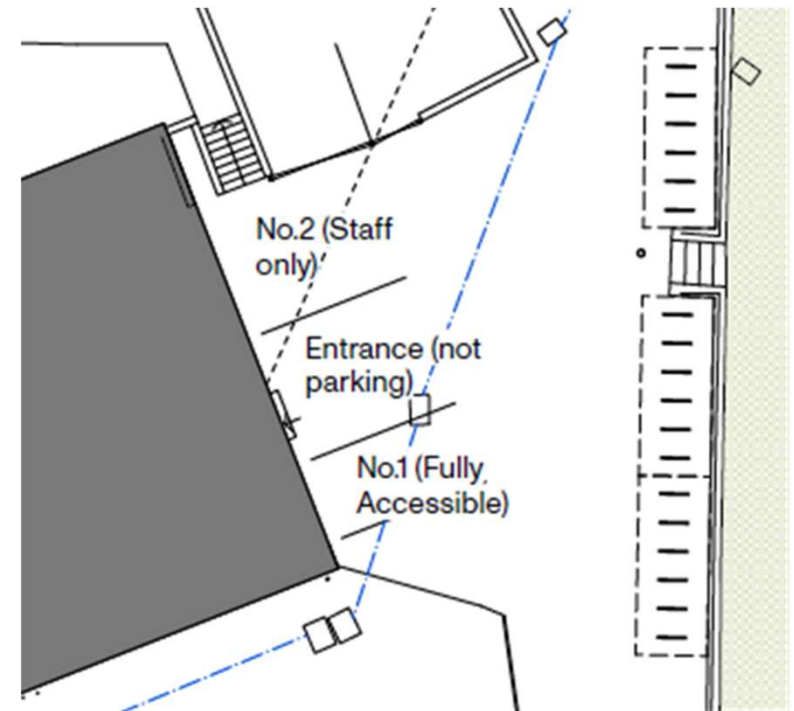
There are 42 trees, 3 groups of trees and 6 hedges:

- 19 trees and 2 groups of trees are category B (moderate value),
- 22 trees, 1 group of trees and 5 hedges are category C (low value), and;
- 1 category U tree of (unsuitable for retention value).

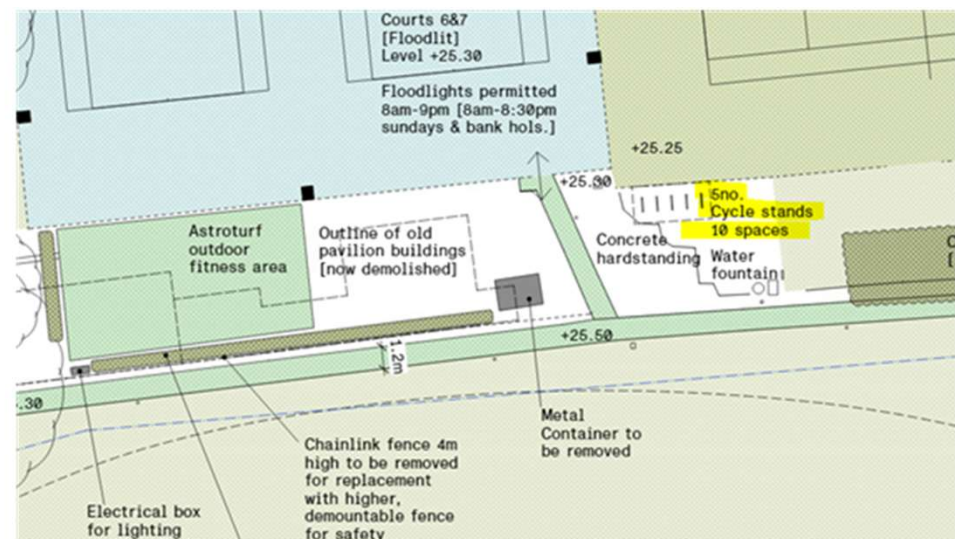
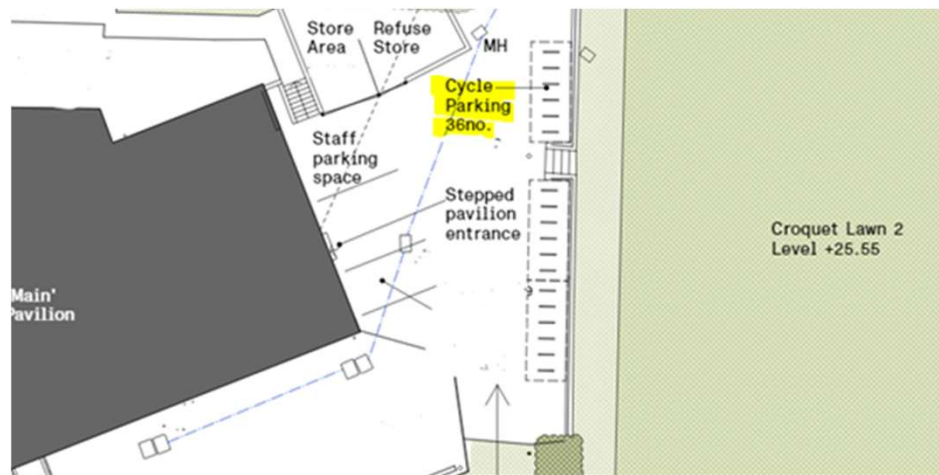
The value of the sixth hedge is not known.



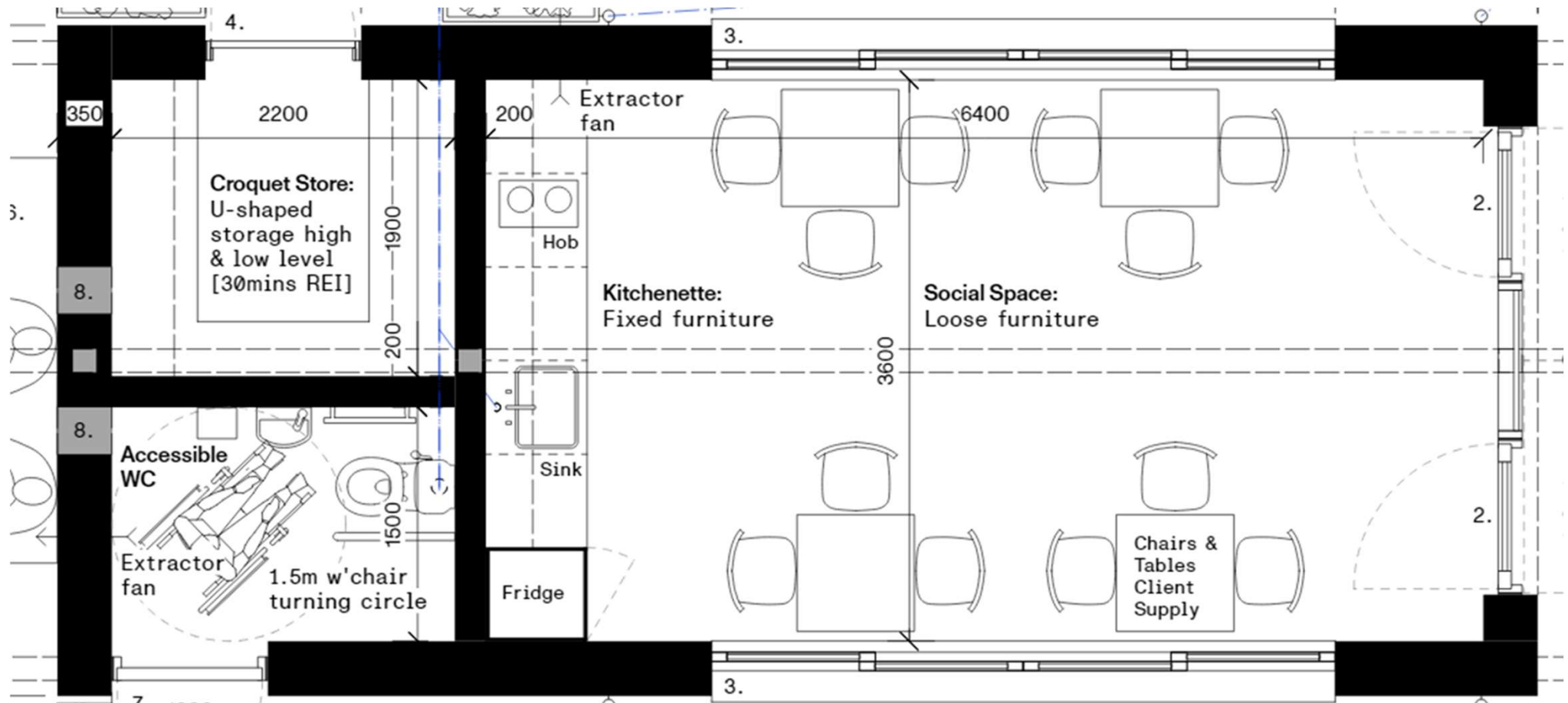
39 Existing Car Parking Spaces, including 1 blue Badge bay



Existing Cycle Parking

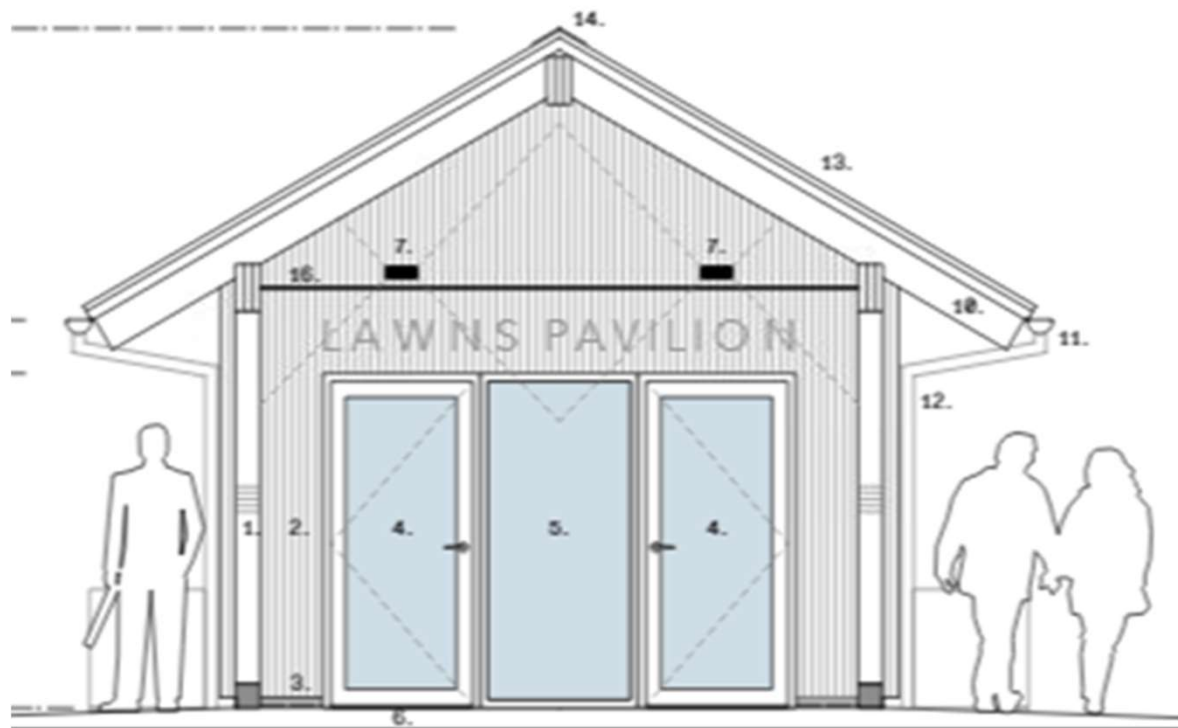


Proposed Pavilion Plan – Layout (single storey)




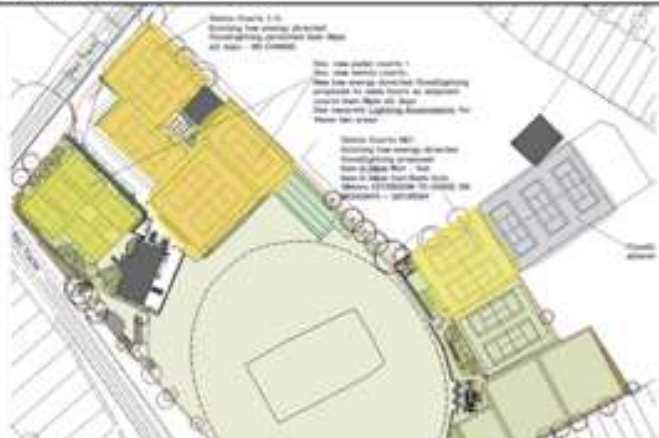
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Proposed Pavilion North Elevation



Proposed North Elevation [Entrance]

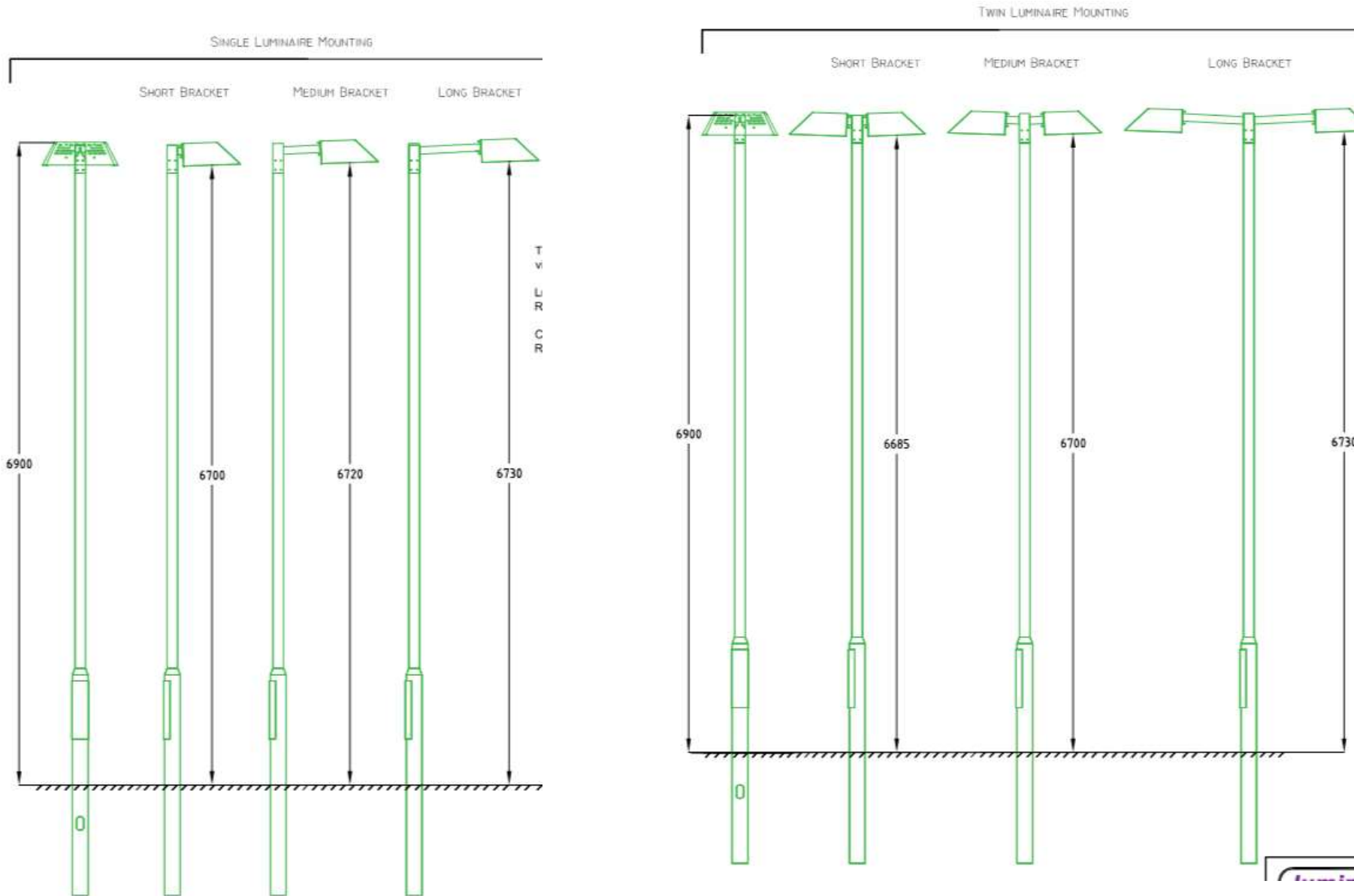
	Existing outdoor playing facilities	Proposed outdoor playing facilities
Paddle	0	5
Croquet	3	2
Croquet practice	0	1
Tennis grass	4	2
Tennis hard court	2	0
Tennis hard court floodlights	5	8

5 existing floodlit tennis courts	Proposed floodlit tennis and padel courts
	

Floodlight Use - Hours

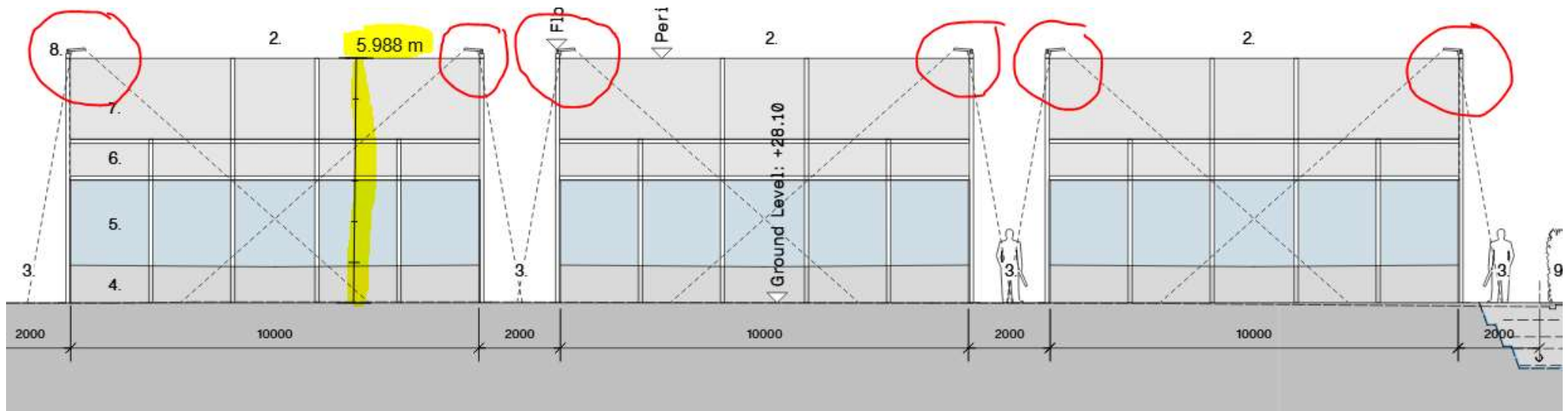
Floodlights – number of courts					
	Tennis			Croquet	Paddle
Existing	5			0	0
Proposed	8			0	5
Floodlit hours					
Court number	6&7	1,2&3	3 New		
Existing	08:00- 21:00 Monday to Saturday	08:00 – 22:00		Unlit	0
Proposed	08:00- 21:30 Monday to Saturday	No change	08:00 – 22:00 Monday to Saturday	Unlit	08:00 – 22:00 Monday to Saturday
	No proposed change to the current hours 08:00- 20:30 on Sundays and Bank Holidays	08:00- 22:00 on Monday to Saturdays, Sundays and Bank Holidays, if needed	08:00- 22:00 on Saturdays, Sundays and Bank Holidays, if needed		08:00- 20:30 on Sundays and Bank Holidays

Proposed Floodlights to Padel Courts



3 Tennis Courts set furthest from the Main Clubhouse

Proposed 6m fencing (which matches the height of the floodlight posts) to the outer perimeter




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Hedges To Be Removed



 Tree/hedge to be removed

 Crown spread of individual tree

 Crown spread of group or hedge

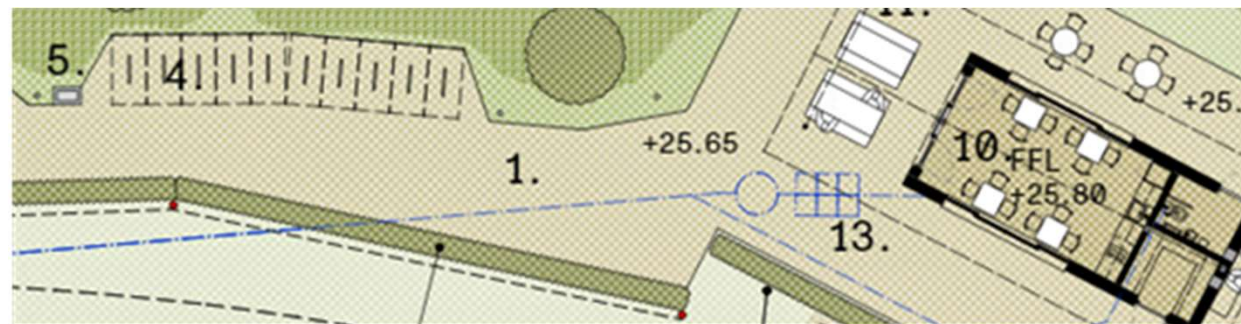
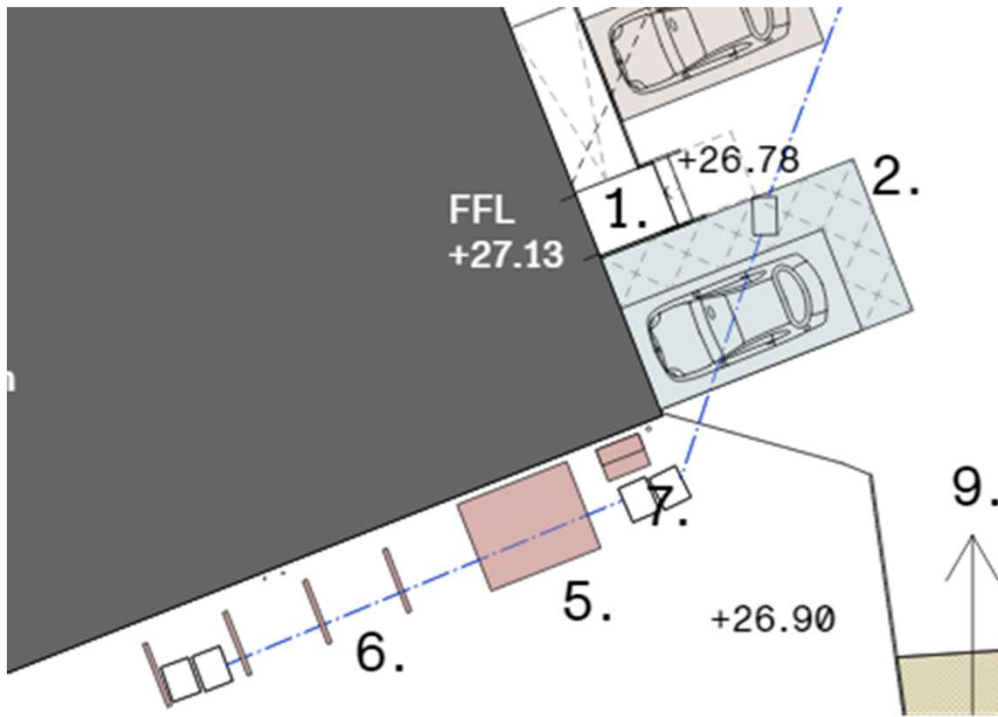
- T1-A Oak Category A- moderate quality and value
- T1-B Oak Category B- moderate quality and value
- T1-C Oak Category C- moderate quality and value
- T1-U Oak Category U- moderate quality and value

Four sections of low-value C hedge are to be removed

There are no Tree Protection Orders (TPO's) on the site.

Works are proposed within the root protection area of some existing trees and specialist methods of design and construction are proposed as mitigation.

Proposed Cycle Parking



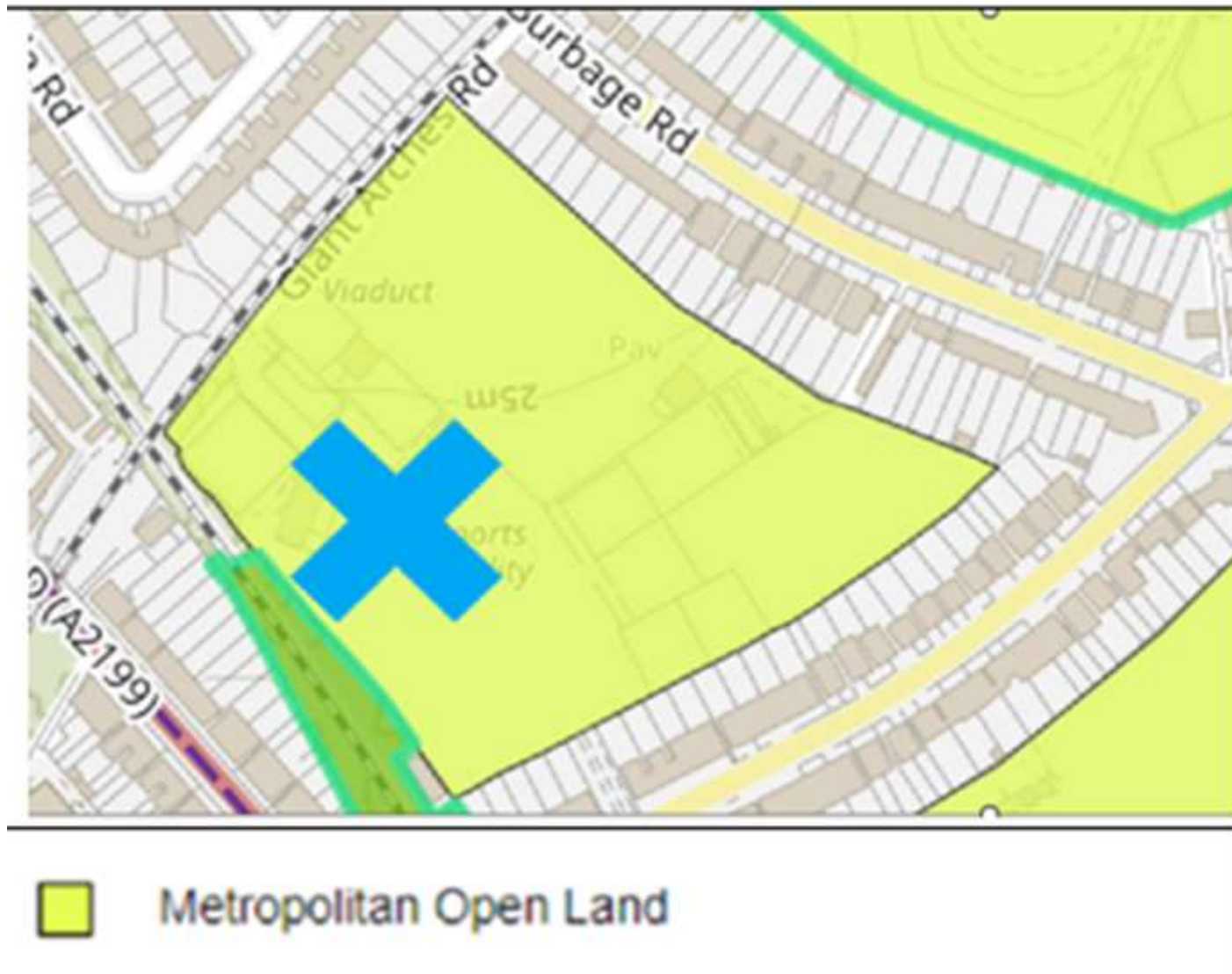
41

Neighbour Objections

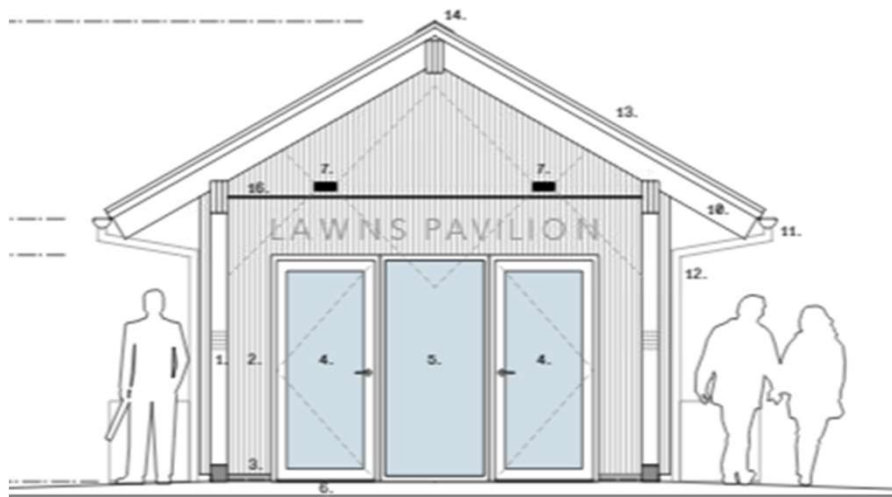
The objections raise the following material planning considerations:

- Metropolitan Open Land
- Little community benefit
- Over development
- Affect local ecology
- Light pollution
- Amenity
- Noise nuisance and anti-social behaviour
- Out of keeping with character of area
- Historic setting
- Equalities impact
- Parking
- Increase in traffic
- Inadequate access |
- Inadequate public transport provisions
- Travel Plan
- Increase of pollution
- Conflict with local plan
- Consultation
- Increase danger of flooding
- Not enough information given on the application
- General dislike of proposal

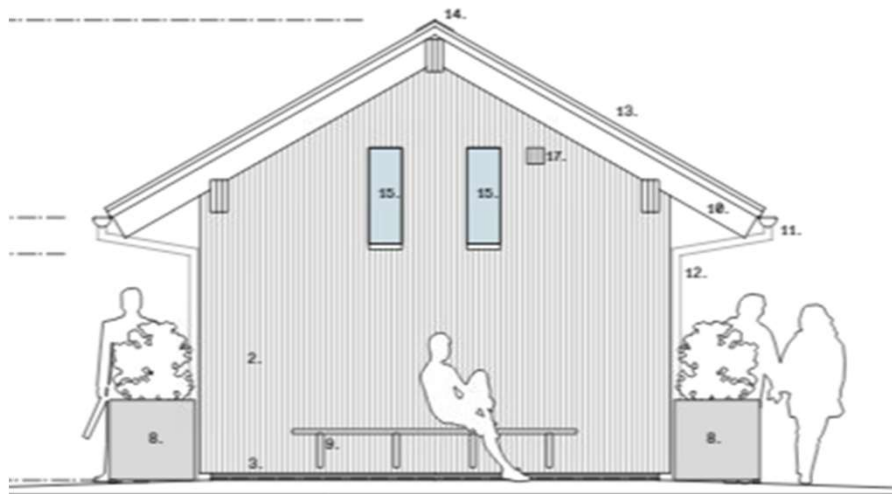
Metropolitan Open Land



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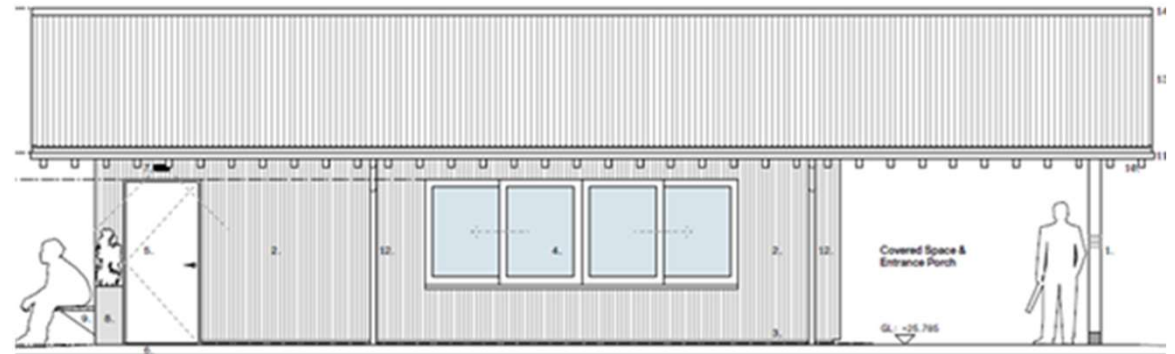


Proposed North Elevation (Entrance)



Proposed South Elevation

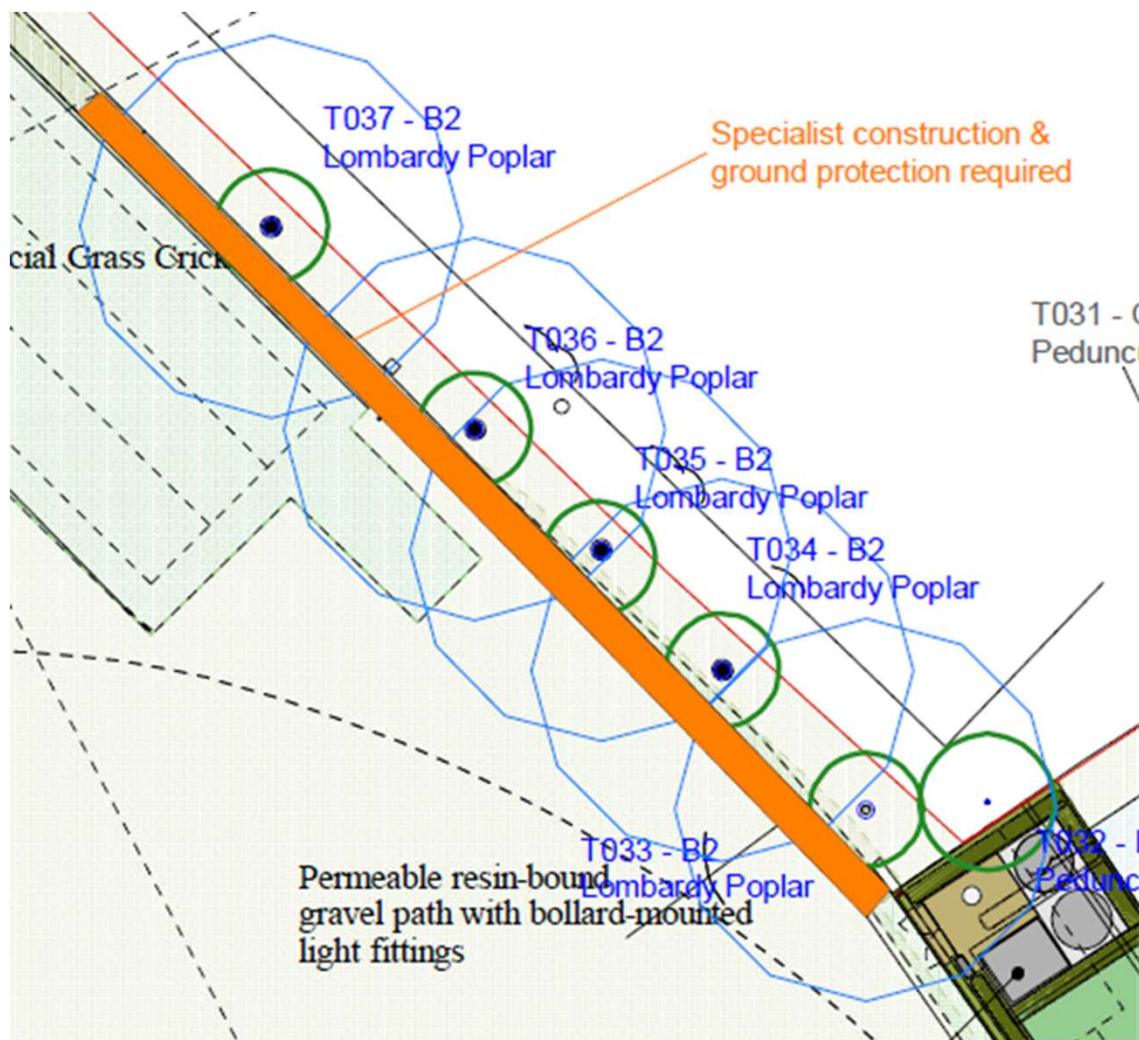
Pavilion Design



Proposed East Elevation

The design is consistent with the surrounding area and would contribute to the character of the Dulwich Village Conservation Area. A high quality of internal and external accommodation would be achieved. There would be no adverse impacts on the amenity of neighbouring occupiers. It is therefore recommended that the application is approved, subject to conditions.

Trees: Specialist Construction & Ground Protection



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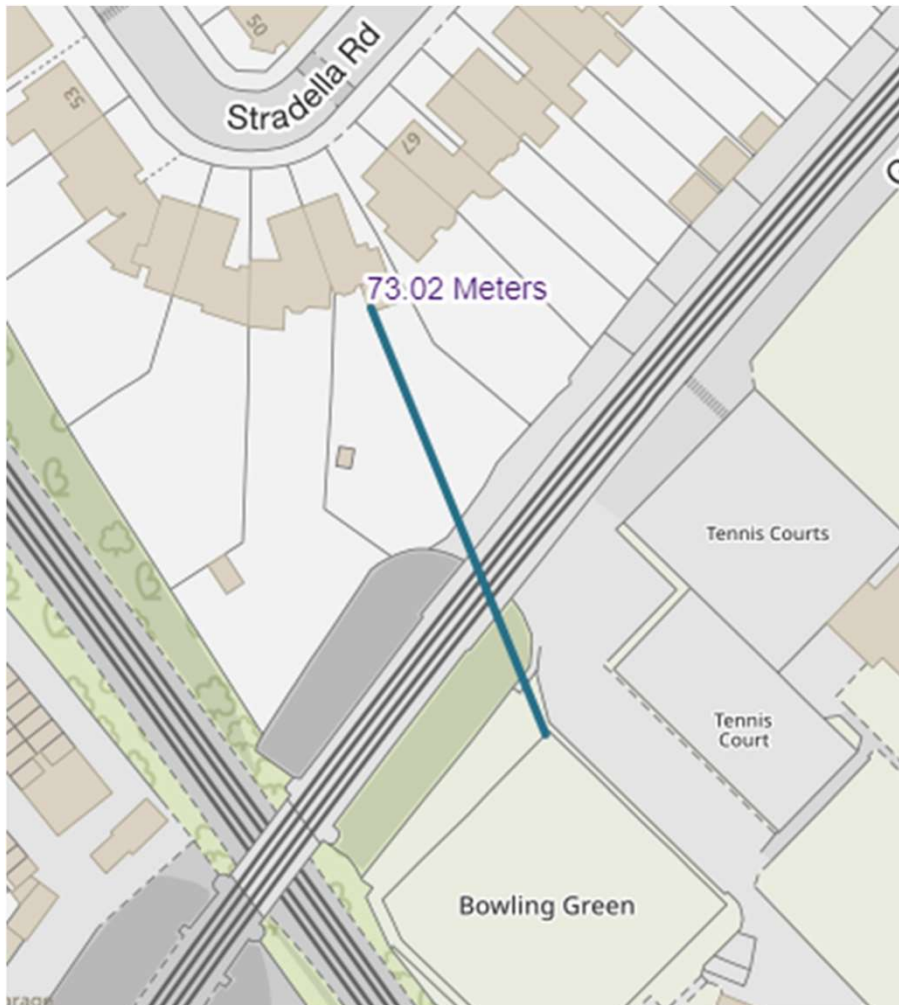
Biodiversity Net Gain 18.48%



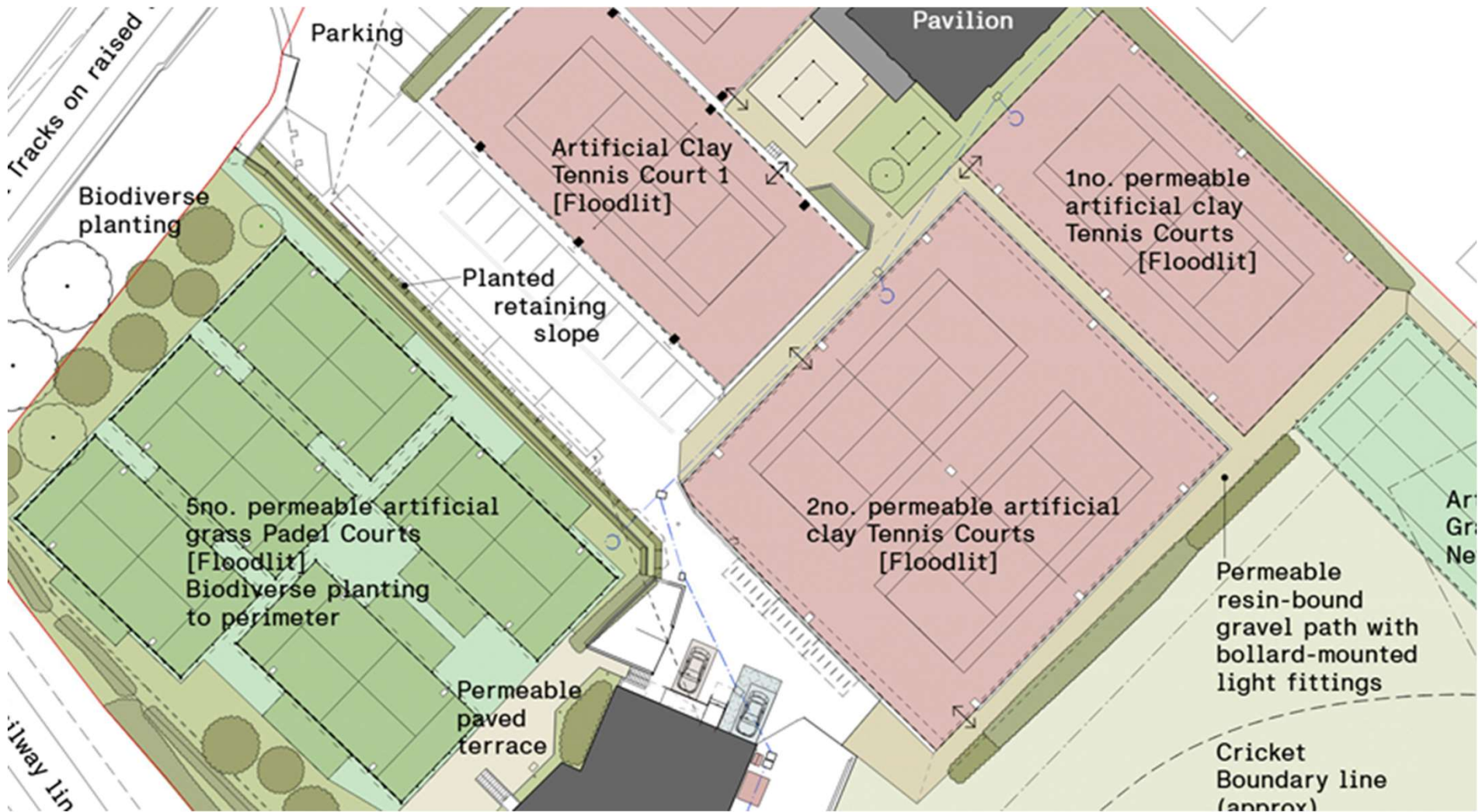
Proposed Path (Yellow)



Amenity – Floodlights and Noise

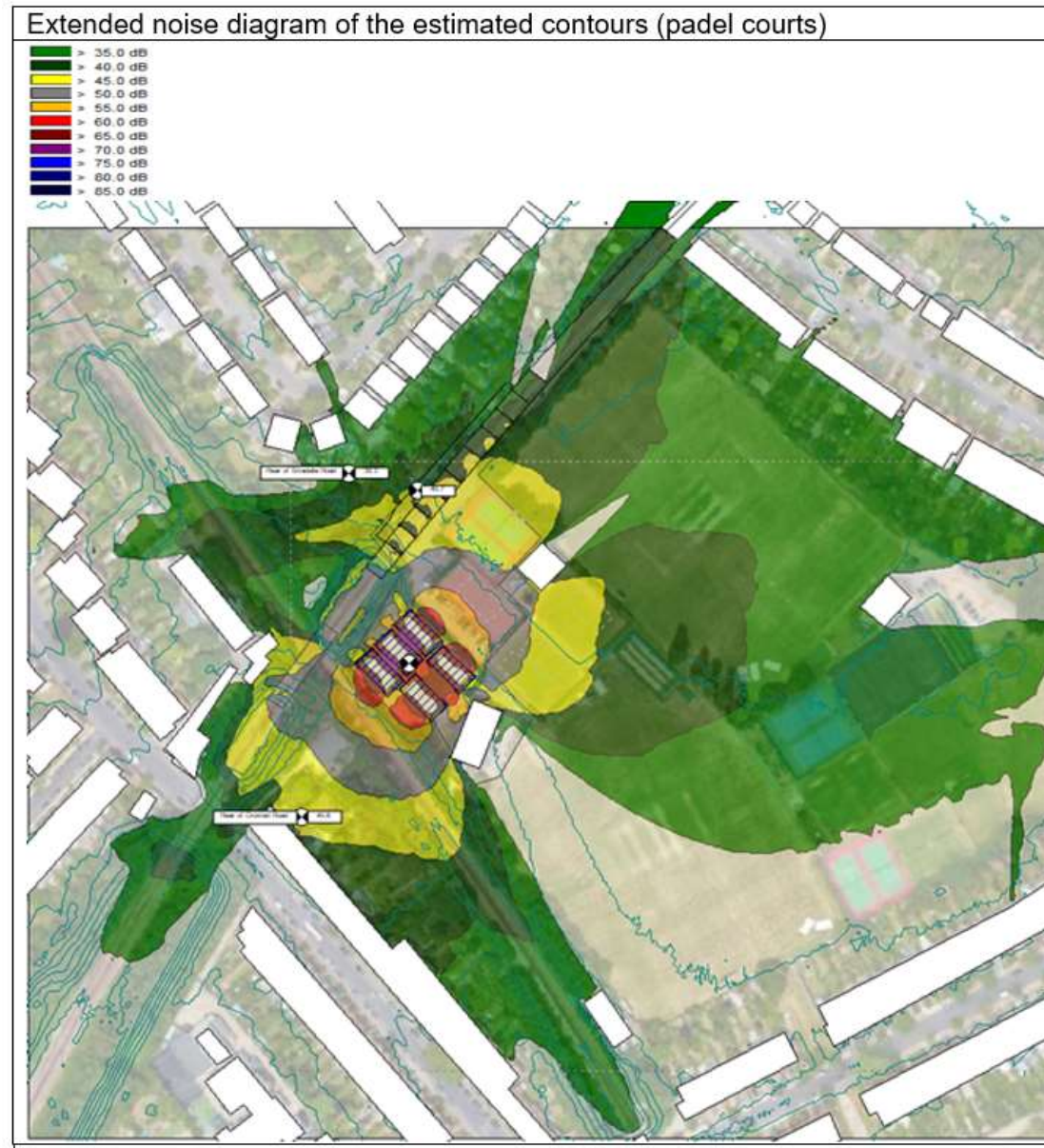


Proposed Floodlight Locations

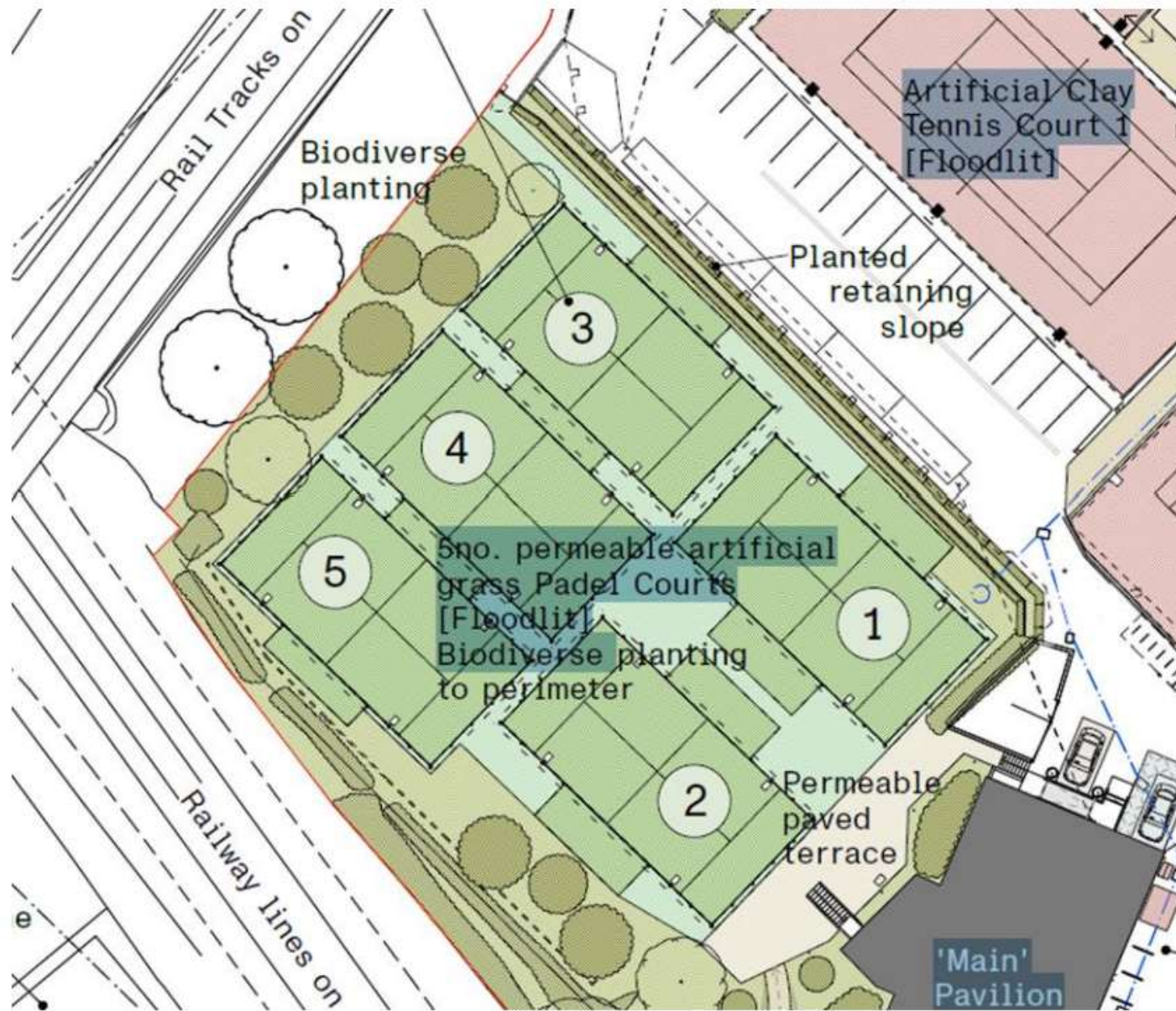


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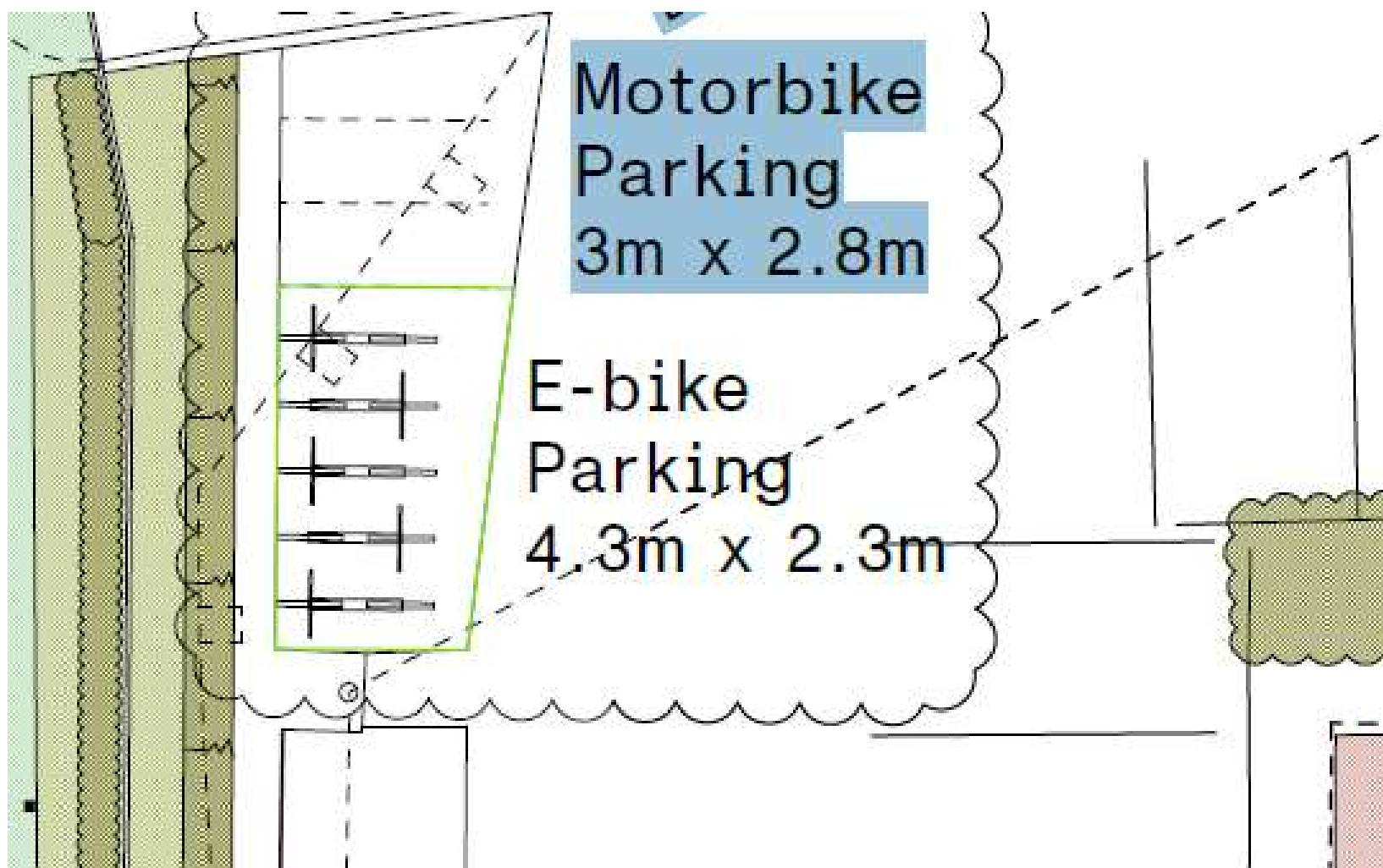
Padel – Noise Assessment



Padel Courts Booking Order

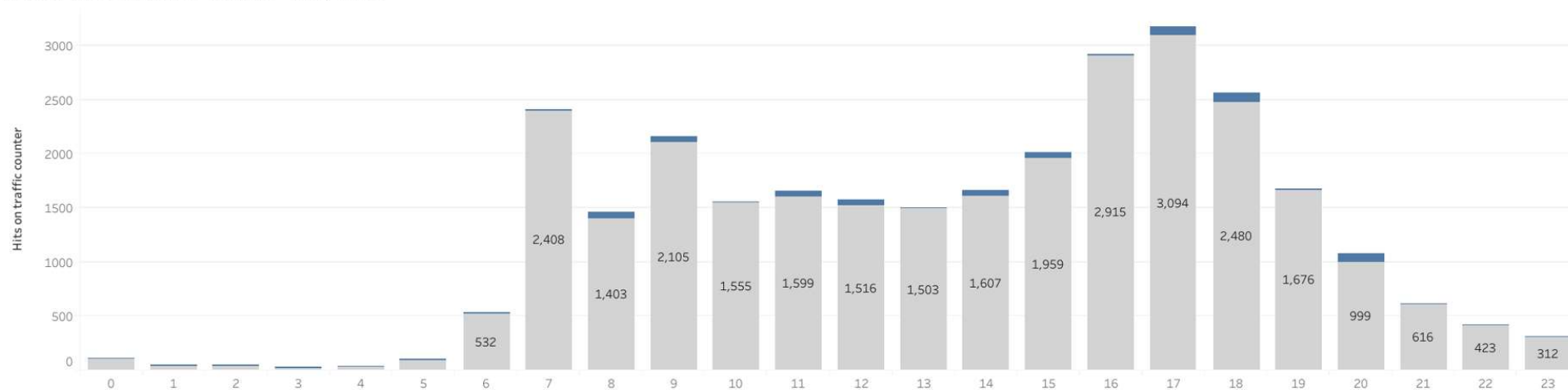


Proposed E-Bike Parking



Hourly hits on traffic counter Thursday 15 May – Wednesday 21 May 2025

Hourly Hits on traffic counter - May 2025

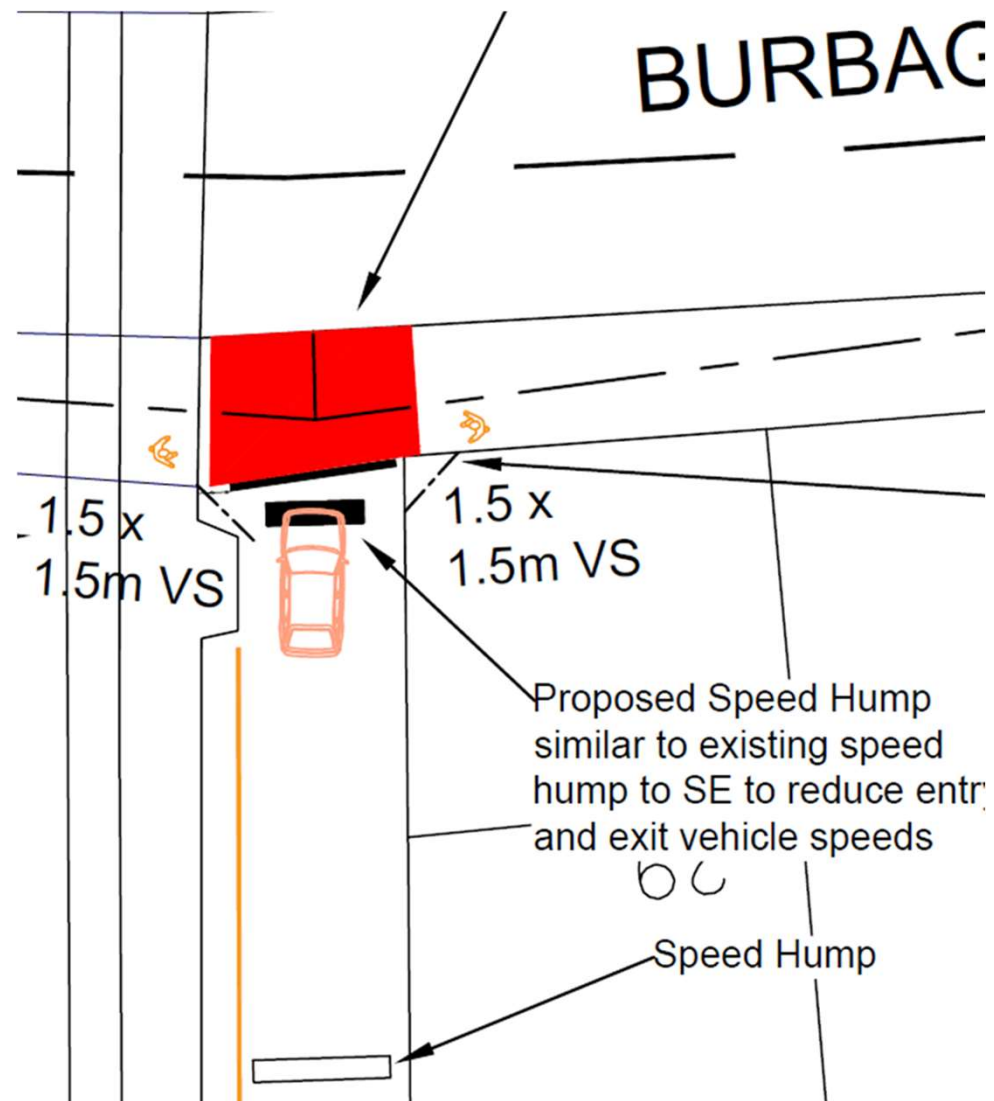


Hourly hits on traffic counter - May 2025

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Recorded hits on Burb..	111	46	43	30	38	99	532	2,408	1,403	2,105	1,555	1,599	1,516	1,503	1,607	1,959	2,915	3,094	2,480	1,676	999	616	423	312
Predicted additional h..	0	0	0	0	0	0	0	0	56	56	0	56	56	0	56	56	0	77	77	0	77	0	0	0
Predicted growth perc..	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	2.7%	0.0%	3.5%	3.7%	0.0%	3.5%	2.9%	0.0%	2.5%	3.1%	0.0%	7.7%	0.0%	0.0%	0.0%

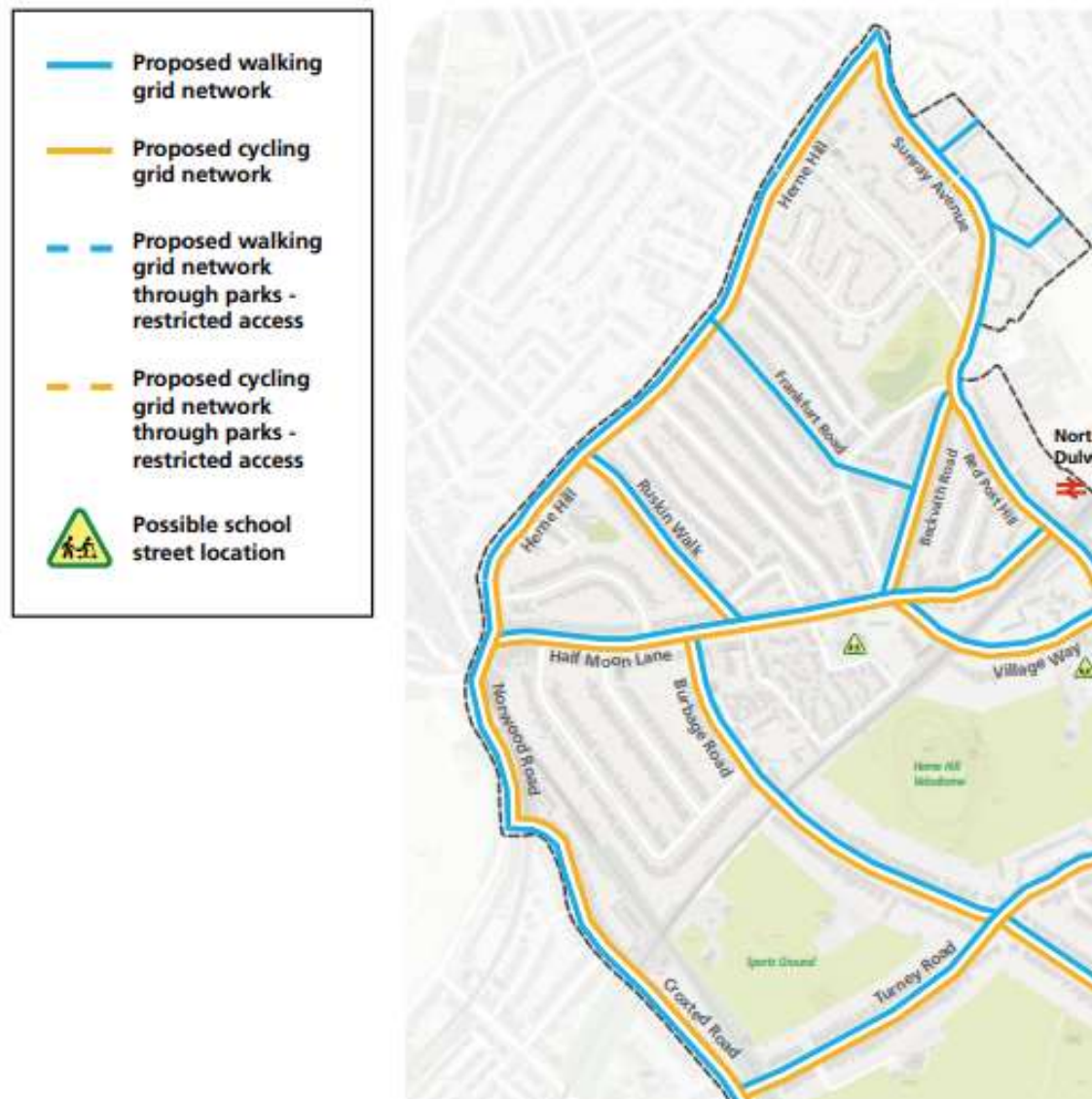
There are no predicted cars during some hourly periods – this is because in this particular chart, the possible arrivals are distributed to match the start times of courts. Some hours have no start times as the courts will always be 90-minute sessions.

Proposed Sightlines and Highway Works



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Cycling grid network



Vehicle tracking on the site confirm that cars will be able to safely manoeuvre around the site



Drainage Strategy

The flood risk assessment and drainage document states attenuation storage are proposed to be within the sub-base of the proposed permeable surfaces.

The total proposed attenuation storage provided by the permeable surfaces subbases onsite is 295.29m³.



Planning obligations (S.106 agreement)

Planning Obligation	Mitigation	Applicant Position
BNG significant	Secure the biodiversity gain for 30 years. A monitoring fee to cover the cost of periodic monitoring over 30 years. A Biodiversity Net Gain Plan and Habitat and Management and Monitoring Plan will be required post-approval.	Agreed
Highway works	Section 278 agreements to: <ul style="list-style-type: none"> Upgrade the current conditions at the entrance to Giant Arches Road on the public highway, as proposed in DSC ENTRANCE PLAN 21481-01: change in surface treatment to better delineate presence of vehicles; exact specification to be confirmed with London Borough of Southwark at detailed design; Rectify any damaged footways, kerbs, inspection covers, gully pits and street furniture due to the construction of the development. 	Agreed
	Installation of speedhump along Giant Arches Road as proposed in DSC ENTRANCE PLAN 21481-01	Agreed
Parking Permits	On-street parking permits will not be available businesses in current or future CPZs	Agreed

Community Impact and Equalities Assessment

Sports Section	Number of Adult Members	Members aged < 50	Members aged 50+	% Over 50	Members aged 60+	Members aged 70+	Members aged 80+
Cricket	230	203	27	13%	12	4	0
Tennis	463	313	150	32%	71	16	5
Squash	340	247	93	27%	49	16	3
Croquet	70	7	63	90%	58	36	5
TOTAL	1,103	770	333	30%	190	62	13

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CONCLUSION

It is recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.